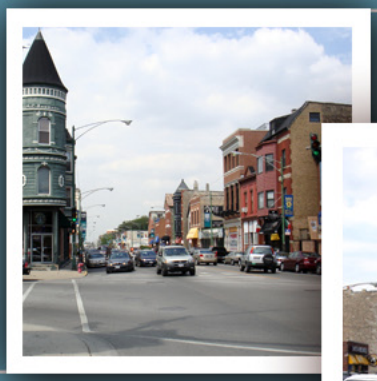
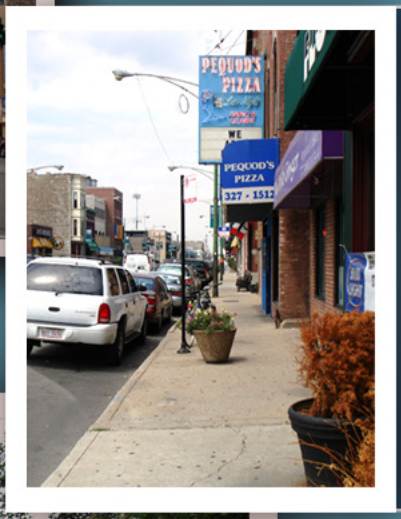
CITY OF

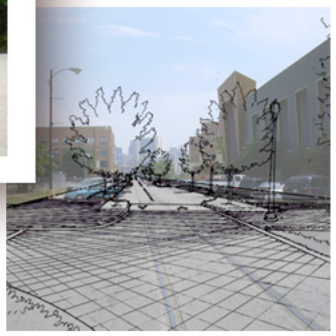




DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF ZONING AND LAND USE PLANNING

Halsted Triangle Plan



CHICAGO

Prepared by:

Kimley-Horn and Associates, Inc.

GOODMAN WILLIAMS GROUP
REAL ESTATE RESEARCH

ross barney architects
r_barc

City of Chicago
Richard M. Daley, Mayor

Department of Zoning and
Land Use Planning

Patricia A. Scudiero
Commissioner

City Hall, Room 905
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-5777 (Voice)
(312) 744-6552 (FAX)
(312) 744-2950 (TTY)
http://www.cityofchicago.org

HALSTED TRIANGLE PLAN

RESOLUTION

WHEREAS, The Halsted Triangle Plan prepared over the past two and a half years, was an effort of the Chicago Department of Zoning and Land Use of Planning, with the participation of The Chicago Departments of Transportation and Community Development; and

WHEREAS, The Halsted Triangle Plan is a long-range planning tool and is intended as a guide to future public investment in transportation, public open space and other components of publicinfrastructure; and

WHEREAS, The Halsted Triangle Plan would be advisory to the Department staff, applicants and other public department agencies that propose improvements in the three study areas. The Halsted Triangle Plan would be used by staff in the review of planned development applications within the study area; and

WHEREAS, The Halsted Triangle Plan would be distributed to public departments and agencies that may have an impact on development of the study area to inform the design, planning and management activities of these departments and agencies;

NOW, THEREFORE, BE IT RESOLVED BY THE CHICAGO PLAN COMMISSION:

1. THAT this Plan Commission recommend to approve the "Halsted Triangle Plan" as the policy of the Chicago Plan Commission for the consideration of the projects and programs which require Plan Commission review and approval in the three study areas ; and

2. THAT the Chicago Plan Commission support and encourage implementation of these policies by all other public agencies having an interest in future projects and programs throughout the study area.

NEIGHBORHOODS Alive!
BUILDING CHICAGO TOGETHER

CHICAGO WORKS TOGETHER

Linda Searl, Chairman
Chicago Plan Commission

Approved: November 10, 2010

Halsted Triangle Plan

Table of Contents

Chapter 1: Introduction and vision.....1
Introduction and Vision 2
Outreach and Involvement 4
Plan Development Process 4
Plan Goals and Objectives 5

Chapter 2: Market Analysis.....7
Market Analysis 8
Socioeconomic Highlights 8
Employment 10
Retail Development 12
Residential Development 14
Industrial and Commercial Uses 16
Institutional Uses 16
Potential Redevelopment Sites 18
Summary of Market Conclusions 18

Chapter 3: Master Plan.....21
The Master Plan 22
The Chicago River and the Industrial Corridor 22
The North Branch of the Chicago River and Goose Island 24
Neighborhoods 24
Ogden Avenue 24
The Area's Connectivity to the Transportation System 24
Influences 26
The Master Plan Site Concepts 28

Chapter 4: Districts.....33
Districts 34
Planned Manufacturing Districts 34
Zoning Districts 36

Chapter 5: Traffic, Streets, and Intersections.....39
Traffic, Streets, and Intersections 40
Existing Conditions 40
Intersections 40
Streets 42
Clybourn Avenue and Halsted Street 42
North Avenue 43
Kingsbury Street 44
Future Traffic Conditions 45
Development Totals 45
Person Trip Generation 45
Internal Trips 46
Mode Split 46
Traffic Assignment 47
Other Traffic Growth 47
Traffic Evaluation 47
Traffic Signal and Intersection Recommendations 49
Recommendations 49
General Street Recommendations 49
Typical Sections and Street Class Recommendations 50
Primary and Secondary Streets 50
North Avenue 50
Halsted Street 52
Clybourn Avenue 54
Kingsbury Street 56
Kingsbury Street (continued) 58
Class A Streets 60
Alleys 62
Other Recommendations 64

Chapter 6: Pedestrians, Bicycles, and Transit.....67
Pedestrians, Bicycles, and Transit 68
Sidewalks and Bikeways 70
Major Citywide Bicycle Initiatives 71
CTA Bus Service 72
Rail Transit Service 72
Future Transit Services 74
Recommendations 76
Option 1: Renovate and Enhance the Existing Station (rehab and stabilize station) 78
Option 2: Construct a New Station (standalone) 80

Chapter 7: Parking and Transportation demand Management.....83
Parking and Transportation Demand Management 84
Existing Conditions 84
Halsted Triangle Parking Study 88
General Future Parking Considerations 90
Managing and Accommodating Future Travel Demand 90
Recommendations 91

Chapter 8: Urban Design.....95
Urban Design 96
The Public Realm: Streets and Open Space 96
The Private Realm: Buildings 96
Existing Urban Conditions 98
Public Realm Recommendations 99
Option 1 99
Option 2 100
Option 3 101
Building Recommendations 108

Chapter 9: Implementation Strategy.....111
Implementation Strategy 112
Introduction 112
Potential Implementation Tools 112
Next Steps 113

Prepared by:
Kimley-Horn and Associates, Inc.
Goodman Williams Group
Real Estate Research
ross barney architects

Chapter 1
Introduction and vision

Introduction and Vision

In the Halsted Triangle, change and redevelopment continue to occur at a measurable pace. The combination of a desirable location and local economics contributes to the renewed neighborhood vibrancy and enhancement. Currently, more than 3,000 people work in the Halsted Triangle. In the future as the area experiences redevelopment and infrastructure modifications, the city will continue to support and pursue policies that protect neighborhood employment. The study area for this project includes the area shown in Figure 1.1—the area bounded by the North Branch Canal of the Chicago River, North Avenue, Halsted Street, and Division Street.

The entire neighborhood is heavily influenced by active industry in the Halsted Triangle and nearby Goose Island as well as by the national retailers along North Avenue and Clybourn Avenue. The mixture of industry, manufacturing, offices, and retail uses contributes to the prosperity and vibrancy of the neighborhood, but also creates and exacerbates issues such as:

- Traffic congestion
- Poor pedestrian safety and accommodation
- Limited parking
- Inconsistent urban form/design
- Loss of neighborhood character
- Land use/development incompatibility
- Inappropriate street character and design

This plan focuses on the relationship and interaction of the public and private realms within the study area. It is primarily focused on the physical form of the public realm—the area between the faces of buildings—and recommendations and guidelines to preserve and enhance this area. The plan promotes sustainable concepts and practices such as reducing the number of vehicle trips, increasing the number and quality of transportation options, and enhancing environmental quality.

Recommendations in this report are based on experience in similar urban environments and invaluable local knowledge and input from the various city departments and local stakeholders. The horizon of the plan depends on the pace of redevelopment and the availability of funding for modifications to neighborhood infrastructure and facilities. Although the plan shows specific concepts for modifications to a number of privately owned properties, this plan does not recommend or suggest the acquisition (voluntarily or involuntarily) of land.

Typical view of Clybourn Avenue

North Avenue at Kingsbury Street

FIGURE 1.1: STUDY AREA

This plan was developed throughout 2008 and an initial report was published in February 2009. This update (June 2010) includes several changes that have occurred in the area during the last few years and a reformatting of the report. Generally, the contents are very similar to the February 2009 report and reflect the public input and planning deliberations from 2008.

Outreach and Involvement

A collaborative approach was established at the onset of the planning process to assure that critical information and fresh ideas were exchanged, analyzed, and developed into workable solutions. Two facilitated working sessions were conducted with the city, stakeholders, and the planning team. The first session involved an initial meeting and working discussion. The second session was a three-day workshop held at Ross Barney Architects' offices.

This workshop gathered daily input from project stakeholders, including several local developers, Alderman, representatives from city departments, and a representative of the North River Infrastructure Task Force. During the workshop, four presentations were made to stakeholders to facilitate input and conversation on plan proposals.

Plan Development Process

The plan is composed of a series of layers. Although the layers are individual elements, they complement and support one another. The plan layers are the following:

- Master Plan
- Districts
- Traffic, Streets, and Intersections
- Pedestrians, Bicycles, and Transit
- Parking and Transportation Demand Management
- Urban Design

To further support plan concepts, a market analysis was performed. This market analysis documented existing population and economic conditions in the area as well as "soft sites"—areas susceptible to change in use and/or intensity. The market analysis served as a filter for ideas and strategies, facilitating a balance between economic reality and design aspirations.

Participation and activities at the planning charette.

Illustrations created during the charette process.

Plan Goals and Objectives

The overriding goal of the plan was to create a comprehensive document to generally guide the implementation of future public and private projects in the Halsted Triangle and along the Clybourn Avenue corridor. In support of this general goal, the following objectives were defined during the workshop process:

- Objective 1: Promote connectivity between modes, between uses, and between the natural and built environments.
- Objective 2: Support and create opportunities for development that is compatible with and enhances the neighborhood.
- Objective 3: Promote and support non-residential uses along the river.
- Objective 4: Provide the opportunity for a continuous riverwalk and a connecting non-vehicular path system.
- Objective 5: Manage traffic congestion on primary streets in the study area by focusing on a multimodal transportation solution.
- Objective 6: Develop a parking strategy that supports neighborhood demand.
- Objective 7: Create pedestrian-friendly streetscapes that connect neighborhoods.
- Objective 8: Create strong connections to and from the riverwalk.
- Objective 9: Maintain current zoning and encourage development compatible with the adjacent Goose Island Planned Manufacturing District (PMD).
- Objective 10: Establish architectural guidelines to promote built form that is compatible with the neighborhood.
- Objective 11: Promote sustainable development practices.
- Objective 12: Develop a neighborhood wayfinding system

The following sections describe overall plan elements and recommendations. Each section is integral to the overall plan:

- Market Analysis: Focuses on the local area's market size, stability, and potential.
- Master Plan: A comprehensive vision for the future of the neighborhood.
- Layers: Specific in-depth discussions on the various urban components that make up the master plan.
- Architectural Guidelines: Establishes an envelope to guide future building scale, relationship to the street, and character.
- Implementation Strategy: A plan for taking the ideal and making it real.

Chapter 2

Market Analysis

Market Analysis

The Halsted Triangle and section of Clybourn Avenue under study are located in the northwest corner of Chicago's Near North Side community area. North Avenue, the northern boundary of the Halsted Triangle, also is the boundary between the Near North Side and the Lincoln Park community area.

The purpose of the market analysis was to identify population, employment, development, and generalized land use characteristics of the area. It also was to understand the propensity for and type of land use and development change that could occur in the study area.

The market analysis was initially performed in 2007 and 2008 based primarily on data from 2005. When this report was updated in 2010, none of the data was updated; however, some sections of this chapter were updated to reflect current development in the area and the potential for redevelopment.

Socioeconomic Highlights

Population and Income

The Halsted Triangle is part of the "North and Clybourn" retail concentration, which has two important characteristics:

- High population density: An estimated 61,000 people live within one mile, 238,000 reside within two miles, and within a three-mile radius are 428,000 people.
- High household incomes: Among Chicago's 77 community areas, Lincoln Park has the highest median income and the Near North Side ranks fifth.

In combination, these two characteristics result in an aggregate income and household expenditure potential that continues to attract major retailers to the area.

Figure 2.1 shows median household income (2005), Figure 2.2 shows aggregate household income (2005), and Figure 2.3 shows population (2005).

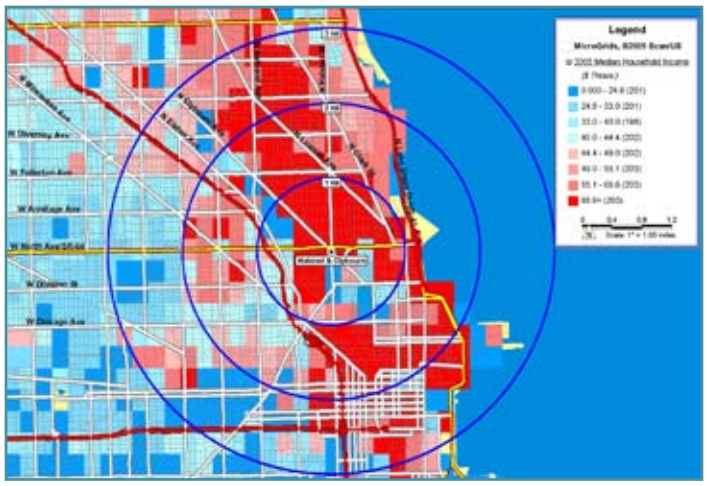


Figure 2.1: 2005 Median Household Income (estimated)
Prepared by Goodman Williams Group

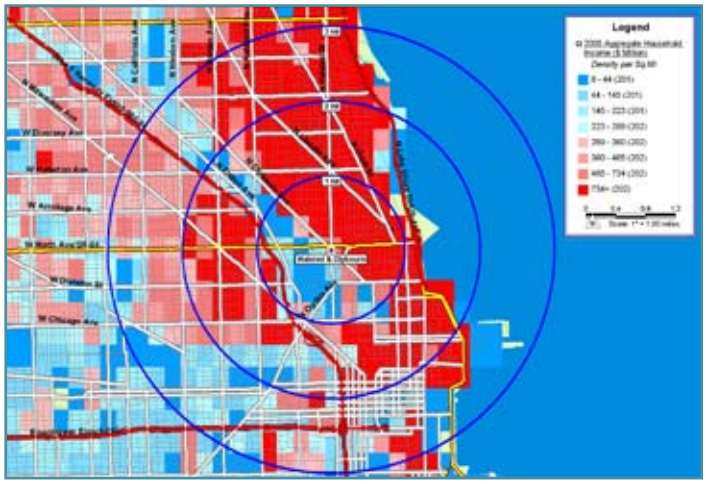


Figure 2.2: 2005 Aggregate Household Income (estimated)
Prepared by Goodman Williams Group

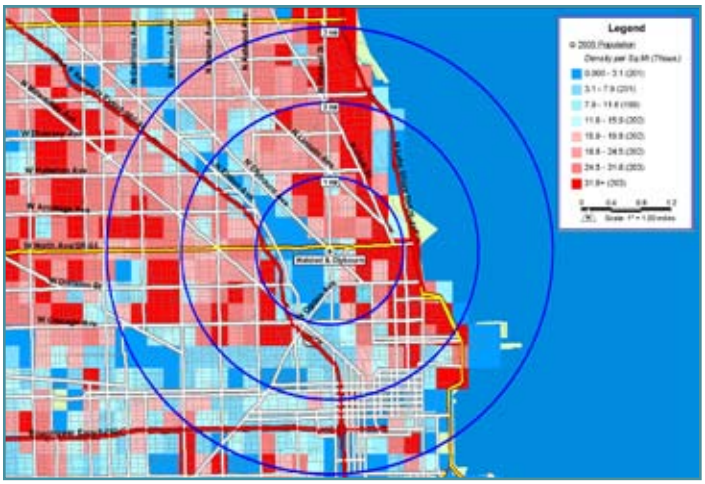


Figure 2.3: 2005 Population (estimated)
Prepared by Goodman Williams Group

Employment

The Halsted Triangle is located on the eastern boundary of zip code 60622 (West Town Community Area). Private sector employment in this zip code has been stable during the past five years. About 29 percent of the 27,225 jobs in 2005 were in the industrial sector, which includes manufacturing, wholesale trade, transportation, and warehousing. Employment in these categories has declined modestly in the last several years in this area that includes Goose Island and a portion of the heavily industrial Elston Avenue corridor.

Health care and social assistance is the largest single employment category in zip code 60622 and represents 18 percent of jobs. One example in the Halsted Triangle is TASC, a health recovery management service located at 1500 North Halsted employing 60 people.

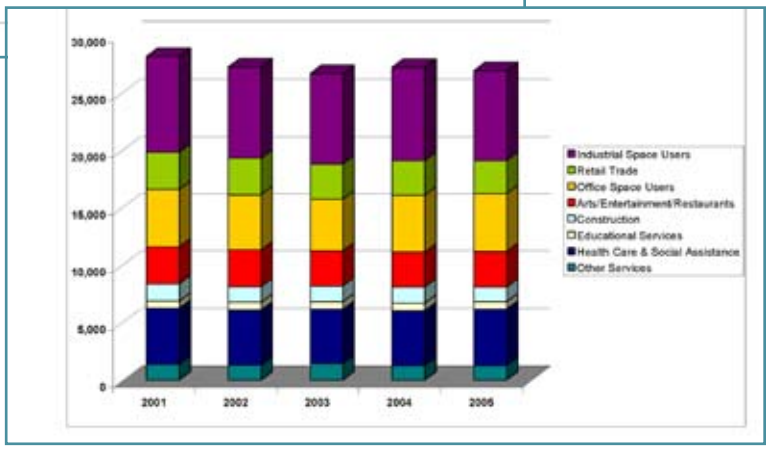
FIGURE 2.4: ZIP CODE 60622 EMPLOYMENT TRENDS

Zip Code 60622* Employment Trends

	2001	2002	2003	2004	2005	2005 Percent
ALL INDUSTRIES	28,185	27,249	27,007	27,398	27,225	100%
Construction	1,502	1,348	1,373	1,398	1,273	5%
Manufacturing	3,780	3,639	3,427	3,772	3,458	13%
Wholesale Trade	2,270	2,079	2,410	2,260	2,174	8%
Retail Trade	3,251	3,161	3,043	3,025	2,864	11%
Transportation and Warehousing	2,298	2,227	2,049	2,077	2,216	8%
Information	795	566	522	323	389	1%
Finance & Insurance	984	1,102	1,124	1,166	1,238	5%
Real Estate	645	664	682	748	691	3%
Prof, Scientific, & Tech.	1,652	1,684	1,407	1,249	1,614	6%
Admin. & Supervision. & Waste Mgmt	934	797	784	1,462	1,113	4%
Educational Services	636	678	670	657	641	2%
Health Care & Social Assistance	4,881	4,794	4,702	4,788	4,896	18%
Arts, Entertainment & Rec.	441	623	606	627	633	2%
Accommodations & Food	2,756	2,583	2,440	2,414	2,467	9%
Other Services	1,360	1,304	1,450	1,251	1,273	5%

* Location of Halsted Triangle

Source: Illinois Department of Employment Security



Although zip code 60614, which covers Lincoln Park, has about the same number of jobs (27,366), it has a different mix of employment. The industrial sector represents only about eight percent of jobs and is declining. The largest category is health care and social assistance, representing approximately one-quarter of the private-sector jobs. The number of jobs in the retail category is significant and growing. Restaurants, the arts, and recreation and entertainment facilities also have contributed to job growth. The accompanying tables and graphs show employment trends in zip codes 60622 and 60614.

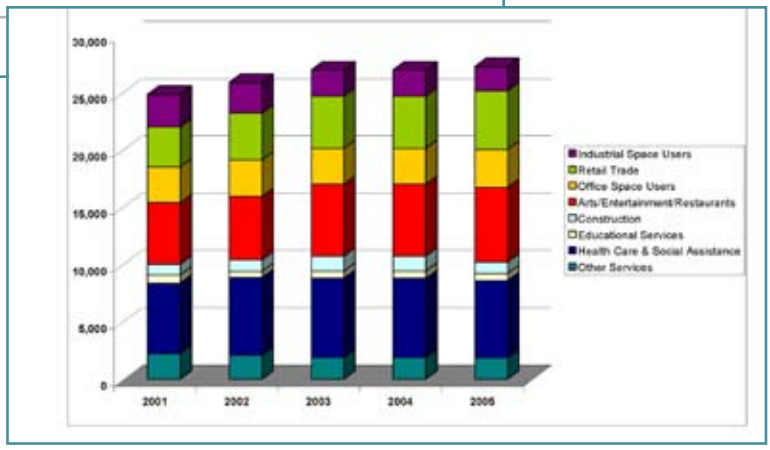
A 2005 study by the University of Wisconsin—Milwaukee reported that the Clybourn corridor, Goose Island, and Elston corridor planned manufacturing districts together have a total of 7,400 jobs, with about 2,000 of those on Goose Island.

FIGURE 2.5: ZIP CODE 60614 EMPLOYMENT TRENDS

Lincoln Park (Zip Code 60614) Employment Trends

	2001	2002	2003	2004	2005	2005 Percent
ALL INDUSTRIES	24,981	26,023	27,078	27,078	27,366	100%
Construction	936	1,007	1,299	1,299	999	4%
Manufacturing	1,903	1,836	1,433	1,433	1,333	5%
Wholesale Trade	879	766	808	808	770	3%
Retail Trade	3,489	4,111	4,539	4,539	5,115	19%
Transportation and Warehousing	65	59	52	52	22	0%
Information	480	490	405	405	453	2%
Finance & Insurance	482	566	517	517	594	2%
Real Estate	727	798	848	848	864	3%
Prof, Scientific, & Tech.	739	746	731	731	718	3%
Admin. & Supervision. & Waste Mgmt	686	587	644	644	690	3%
Educational Services	714	522	633	633	636	2%
Health Care & Social Assistance	6,130	6,787	6,894	6,894	6,719	25%
Arts, Entertainment & Rec.	1,182	1,204	1,223	1,223	1,467	5%
Accommodations & Food	4,188	4,318	5,044	5,044	5,034	18%
Other Services	2,243	2,089	1,897	1,897	1,857	7%

Source: Illinois Department of Employment Security



Retail Development

Entertainment

Weed Street is a popular adult entertainment district with clubs such as Mud Bug, North Beach, and Tokyo 21, as well as an off-track betting parlor. This well-established area, which serves Chicago residents and attracts visitors, provides many part- and full-time jobs and generates sales tax revenues for the city.

Family entertainment includes the new Pump It Up, a party franchise, in a renovated 22.000-square-foot former industrial building at 821 W. Eastman. The Menomonee Club for Boys and Girls recently developed the Drucker Center at 1535 North Dayton Street, including new facilities such as dance and art studios and gymnasiums in this adaptive-reuse project.

Existing Retail Developments

From Burling to the bridge, North Avenue contains an estimated 700,000 square feet of retail space. The success of North and Sheffield Commons, built in 1992 with Best Buy as an anchor, was an important catalyst for further development along North Avenue. Lincoln Park Center (Borders) and North Avenue Collection (Gap, J. Crew) are among the more recent additions.

From Division Street to Webster Street, Clybourn Avenue contains more than 600,000 square feet of retail space. Development began in the 1980s and included new construction and adaptive-use projects such as 1800 Clybourn. Clybourn Galleria, home to Trader Joe's, is one of the newer additions. At the south end of this section of the Clybourn Corridor, within the Halsted Triangle, a new convenience center/gas station was built in 2004.

With a total of 1.3 million square feet, the North Avenue and Clybourn Avenue retail center is approximately the size of Ford City Mall in Chicago and larger than suburban malls such as Orland Square and Northbrook Court. An inventory of retail developments is shown in Table 2.1

New Retail Projects

Projects have been recently completed or are under construction that add to the retail concentration in the North Avenue and Clybourn Avenue corridors. Those located in the Halsted Triangle include the following:

- Whole Foods: Whole Foods relocated from its 38,000-square-foot store on North Avenue to a new two-level 80,000-square-foot building on a 60,000-square-foot parcel at 1500 N. Kingsbury Street.
- British School Development: REI is an anchor tenant of the 85,000-square-foot commercial component of the British School development. The outdoor gear store occupies a 28,000-square-foot, two-story space at 1460 N. Halsted.
- Former Home Depot Expo Design Center Site: With 410,000 gross square feet and a parking deck with 478 spaces on two levels, the former Home Expo property has become a car dealership, Grossinger Autoplex.
- Apple: The computer retailer is a tenant for a small retail project adjacent to the CTA Red Line station. The triangular parcel, a former BP station with 18,400 square feet, is located at the intersections of Clybourn Avenue and Halsted and North Avenue. (This site is under construction.)

Other retail projects in the immediate area will demonstrate the viability of retail on sites south of North Avenue:

- Structured Development LLC: There are plans to redevelop the 8.5-acre YMCA site at 1515 N. Halsted with 370,000 square feet of retail along with 490 residential units. A 750-car public parking garage and a 400-space underground garage for residents are included in the plan. Roundy's Supermarkets of Milwaukee has announced plans for an 80,000-square-foot store. With buildings from eight to 23 stories, the development will be located on the east side of Halsted Street, adjacent to the Halsted Triangle. The Planned Development No. 1075 was approved by the Plan Commission on November 18, 2009.
- White Way Sign Site: Structured Development also is redeveloping the 2.5-acre former White Way Sign property at 1317 N. Clybourn with commercial and residential uses. Current plans show a 30,000-square-foot commercial building, 4,500-square-foot bank facility, a 13,000-square-foot drug store, and 138 parking spaces.

TABLE 2.1: RETAIL DEVELOPMENT INVENTORY

Retail Developments in North Avenue/Clybourn Corridor

Center	Address	GLA	Opened	Selected Tenants
NORTH AVENUE (Burling to the Bridge)				
Lincoln Park Center	755 W North	60,000	2004	Borders, LaSalle Bank, Carter's Childrenswear, Sur La Table, Chicago Home Fitness
800 W North Avenue	800 W North Avenue	26,000	1992	CB2, Jennifer Convertibles, Irv's Luggage Warehouse
Pottery Barn	865 W North Avenue	10,000	1999	Pottery Barn
Crate & Barrel Development	1864 N Clybourn 908 W North	82,300	1998	Two-story Crate & Barrel, Land of Nod, and Container
Restoration Hardware/Z Gallerie	938 W North	36,000	2000	Restoration Hardware and Z Gallerie
North Avenue Collection	939 W North	84,682	2002	Gap, J Crew, Banana Republic, Express, Crunch, California Pizza Kitchen, Victoria's Secret
North & Sheffield Commons	1000 W North	250,000 1	992	Whole Foods, Best Buy
Cost Plus	1623 N Sheffield	18,000	2000	Cost Plus World Market
Weed Street District	1001 W North Avenue	15,000	1991	Starbucks, Michael Anthony Hair Salon, NYC Bagels, Omaha Steaks, Pockets
Sam's Wine & Spirits	1780 N Marcey	33,000	1997	Sam's Wine & Spirits
Circuit City	1039 W North	20,000	2003	Circuit City
Kingsbury and North Ave	1574 - 1596 N Kingsbury	50,000	1998	Old Navy, Blick Art, Design Within Reach, The Children's Place
North Avenue Subtotal		**699,982**		

Center	Address	GLA	Opened	Selected Tenants
CLYBOURN AVENUE (Division to Webster)				
CVS	1740 N Sheffield	12,000	1989	CVS drug store
Clybourn Place	1800 N Clybourn	75,000	1989	Adaptive-use and new-construction project includes Bed & Beyond, Patagonia, Gap Kids, Max'd Lighting, and Goose Island Brewery
Clybourn Galleria	N Clybourn	40,000	2003	Adaptive use of five-story former American Can/ 1840 Artmark building includes Trader Joe, J. Alexander's restaurant, and Crate & Barrel outlet store.
	1845 N Clybourn	26,000	2003	New construction, single-story building across the street contains Talbot's, Chico's, Ann Taylor Lofts, and other lifestyle retailers.
Goltz Group Stores	1867-1885 N Clybourn	50,000	1978	Artists' Frame Service, Jayson's
Sunflower Market	1910 N Clybourn	16,000	2006	Organic Grocer
Lincoln Park Plaza		31,000	1989	Mitchell's restaurant, American Mattress, formalwear
PAWS Adoption Center	1997 N Clybourn	13,000	2007	PAWS Adoption Center
Clybourn Commons	2000 N Clybourn	32,000	1999	Petco, Hallmark
Walter E Smithe	2009 N Clybourn	25,000	1990	Furniture store
Clybourn Triangle Shops	2150 N Clybourn	20,020	1989	Bed Shop, travel agency, resale shop, and others
Clybourn Avenue Retail Center	2053 N Clybourn Ave	33,070	1989	Blockbuster, For Eyes Optical, professional offices
Foundry Shopping Center	2112 N Clybourn Ave	40,000	1988	3 Day Blinds, Men's Wearhouse, Pier One, Jamba Juice
Market Square	2121 N Clybourn Ave	72,000	1987	Pottery Barn Kids, Treasure Island grocery
Webster Place Shopping Center	1445-63 W Webster Ave (2200 North)	134,329	1988	Barnes & Noble Booksellers, Bally Total Fitness, EB Games
Clybourn Avenue Subtotal		**619,419**		
Grand Total Square Feet of Retail		**1,319,401**		

New projects in the area: REI at British School and Whole Foods on Kingsbury Street

Residential Development

Zoning in the Halsted Triangle does not allow residential development, although one project has been permitted under circumstances that will not reoccur. With support from strong market conditions, residential developments have been built in recent years to the north, east, and south of the Halsted Triangle. While the recent downturn in the housing market has slowed the pace of new development in the short term, the underlying fundamentals of the housing market in Chicago's Near North Side and Lincoln Park community areas are sound.

Housing Values

The average price of an existing home sold in Lincoln Park in 2006 was $584,000, which was the highest among Chicago's 77 community areas. The $531,000 average price in the Near North Side in 2006 ranked third. Trends in median sales prices for Lincoln Park, the Near North Side, and nearby community areas are shown in Figures 2.6 and 2.7.

Cabrini Transformation

On the east side of Halsted Street, in the Cabrini area sub district of Chicago's central region, much of the redevelopment is in accordance with the Chicago Housing Authority (CHA) Plan for Transformation. Of the 23 high- and mid-rise buildings in Cabrini-Green public housing, most have been demolished, some are vacant, and only a few are partially occupied. Redevelopment of Cabrini North Extension has begun, preceded by development of off-site housing. Old Town Village West, which is across Halsted Street from the Halsted Triangle, was completed in 2005 as part of the Plan for Transformation. The next step in creating new mixed-income communities will be the issuance of a development request for proposal (RFP) for the former site of William Green Homes. This site is adjacent to the Halsted Triangle, on the north side of Division Street between Larrabee Street and Halsted Street. While it is certain that the selected plan will include CHA replacement units, affordable housing, and market-rate housing, the proportions are not yet set. Commercial development will not be precluded from the allowable uses.

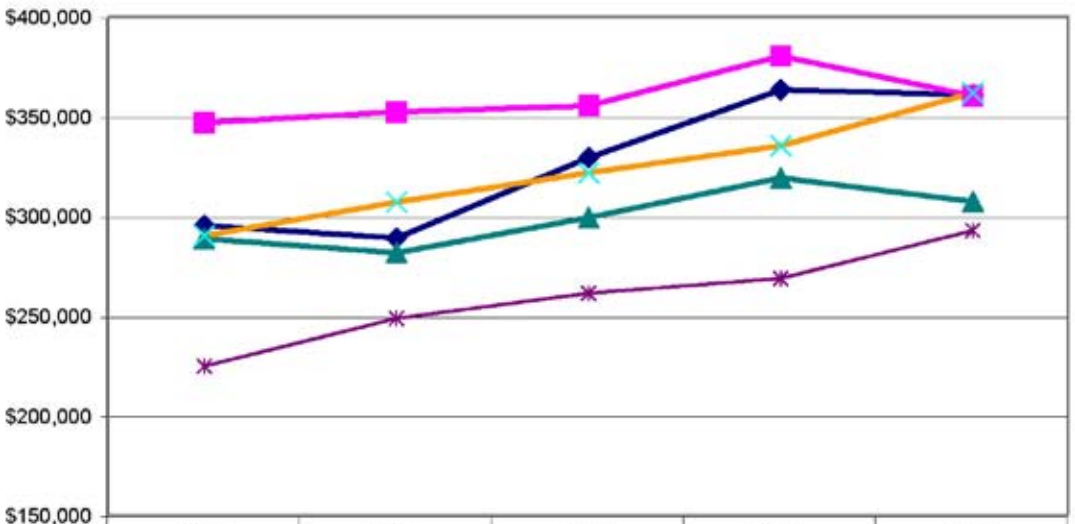
SoNo Condominium

Smithfield Properties is developing two 27-story residential towers at 860 W. Blackhawk Street. Each tower is proposed to have 200 units. One of the towers has been constructed and has the following characteristics:

- Roughly half of the units are one-bedroom units with about 900 to 1,000 square feet. Typical prices are approximately $320,000 to $425,000.
- Most of the other units have two bedrooms/two baths with about 1,400 square feet. Typical prices are approximately $450,000 to $550,000.

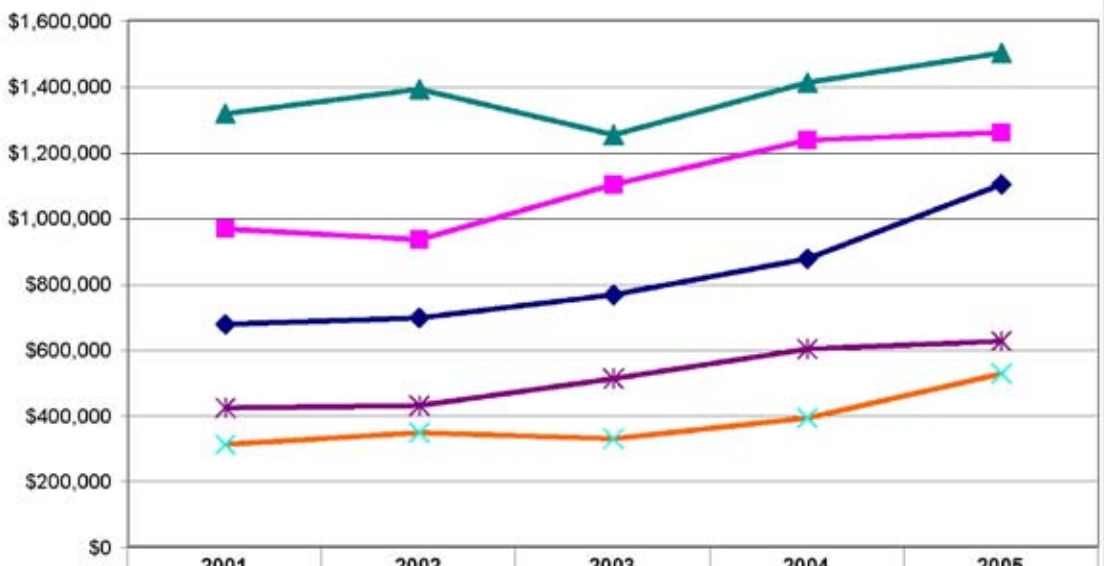
Overall prices are about $375 per square foot, which is consistent with the new condominium product in the Central Area. Parking for both buildings will be in a six-story garage on the north side of the site with the number of spaces at least a 1:1 ratio. Retail uses are planned for the ground level. (This is the only residential development in the study area.)

FIGURE 2.6: MEDIAN SALE PRICE OF CONDOMINIUM UNITS



	2001	2002	2003	2004	2005
NEAR NORTH SIDE	$295,000	$288,728	$329,000	$363,000	$360,600
LINCOLN PARK	$346,500	$352,000	$355,000	$380,000	$360,000
LAKE VIEW	$288,400	$281,250	$299,000	$318,900	$307,000
WEST TOWN	$289,900	$306,714	$321,452	$335,000	$361,450
LOGAN SQUARE	$224,450	$248,500	$261,000	$268,450	$292,500

FIGURE 2.7: MEDIAN SALE PRICE OF SINGLE FAMILY HOMES



	2001	2002	2003	2004	2005
LAKE VIEW	$675,000	$694,300	$765,000	$874,250	$1,100,000
LINCOLN PARK	$965,000	$932,500	$1,100,000	$1,235,000	$1,258,750
NEAR NORTH SIDE	$1,315,000	$1,390,000	$1,251,000	$1,410,000	$1,500,000
LOGAN SQUARE	$310,000	$345,500	$327,000	$389,950	$525,000
WEST TOWN	$421,128	$428,000	$510,000	$600,000	$623,500

Industrial and Commercial Uses

The Halsted Triangle continues to see a decline in industrial businesses. As these businesses depart, the buildings are often renovated or are demolished and replaced. Remaining companies include the following:

- Midland Industries (1424 N. Halsted) is a fourth generation exporter/importer of zinc, with secondary zinc production. Midland employs approximately 20 people.
- SRAM (1333 N. Kingsbury) produces bicycle components and employs about 50 workers.
- Carbit Paint (927 W. Blackhawk Street) is a privately-owned manufacturer of product finishes, industrial coatings, and specialty coatings employing about 50 workers.

Office Space

The Halsted Triangle contains more than 400,000 square feet of office space in various multi-tenant office buildings. Many of the tenant types are in creative fields such as design and marketing. Demand has emanated from the loft buildings in River North area, as tenants seek more affordable space. The former Outer Circle Products building at 860 W. Evergreen is now home to the largest employer, Seaton Corporation Staff Management, with more than 500 employees. The British School development will include office space that will primarily accommodate medical tenants. Table 2.2 presents an inventory of multi-tenant office buildings.

Institutional Uses

British School

The British School of Chicago has opened in the northeast corner of the Halsted Street/Eastman Street intersection in the Halsted Triangle. The 70,000-square-foot facility opened in January 2008 and accommodates 700 students. The site is the former location of a paint factory.

Big Deahl Productions at 1450 North Dayton Street

Carbit Paint on Kingsbury Street at Blackhawk Street

SRAM at 1333 North Kingsbury Street

TABLE 2.2: OFFICE SPACE IN HALSTED TRIANGLE

Multi-tenant Office Buildings in Halsted Triangle

Name	Address	Year Built/ Renovated	Floors	Total Space(SF)
1415 North Dayton	1415 N Dayton	1925	3	45,000
The Dayton Building	1440 N Dayton	1900/1987	3	60,000
848 West Eastman	848 W Eastman	1947	2	29,800
811 West Evergreen	811 W Evergreen	1912/1980	4	43,900
860 W Evergreen	860 W Evergreen	--	3	141,000
1512 North Fremont	1512 N Fremont	1942	2	25,000
1332 N Halsted	1332 N Halsted	1925	1	39,000
Carbit Paint Company Building	1440 N Kingsbury	1982	3	25,000
Total Office Space				**408,700**

Source: Metro-Chicago Office Guide, Goodman Williams Group

Office buildings on North Dayton Street

Potential Redevelopment Sites

1. Riverfront Parcel North of Division

The city issued a development RFP for a vacant 3.4-acre site immediately north of Division Street, east of the North Branch of the Chicago River. Preferred uses specified in the RFP were commercial office, light industrial, and retail. Proposals were submitted in the fall of 2006; however, the city indicated that no acceptable proposals were received.

2. Big Deahl Productions Property

Big Deahl is a commercial production company, located at 1450 N. Dayton Street and specializes in food and tabletop work. Rosemary Deahl has teamed with Argent Group in a plan to develop about 110,000 square feet of single-story retail space facing Kingsbury Street on a vacant parcel with Kingsbury Street frontage. The existing office building could be part of the development, in which case Big Deahl would relocate.

3. Lakewest/Belgravia Site

A 135,000-square-foot, two-level commercial project is proposed for the former Bowman Dairy site on the northeast corner of the Kingsbury Street/Evergreen Street intersection. The listing broker is targeting restaurants for about 50,000 square feet of new build-to-suit space.

4. Fremont Square

CRM Properties Group, developer of the new Whole Foods, lists four sites as available in the study area:

- Firestone site at 909 W. North Avenue (southwest corner of the North Avenue/Freemont Street intersection) with 18,750 square feet
- Turtle Wax Car Wash site at 1550 N. Fremont with 28,500 square feet
- A site at the southwest corner of the Freemont Street/ Weed Street intersection with 50,000 square feet; the existing building contains Arlington Park off-track betting facility (901 W. Weed)
- Vacant lot at 1535 N. Kingsbury Street with 12,420 square feet

Summary of Market Conclusions

While new industrial development is not likely to occur, existing industrial companies will remain among the mix of uses in the Halsted Triangle. Retail, restaurant, entertainment, and office uses will be attracted to the location, strengthening the existing inventories. Educational facilities and open space will complement commercial uses. Although much of the future development will be new construction, adaptive-reuse projects also will continue. Halsted Triangle will emerge as a distinctive area to work, shop, and play.

Car wash site adjacent to Firestone site

Southwest corner of Freemont Street and Weed Street

GENERAL LOCATION OF POSSIBLE REDEVELOPMENT SITES

Chapter 3

Master Plan

Master Plan

Redevelopment is occurring within the Halsted Triangle, along the Clybourn Avenue corridor, throughout the North Side, along the Chicago River, within the Goose Island PMD, Elston PMD, the Kennedy Expressway corridor, and the Union Pacific railroad corridor. As redevelopment occurs in the Halsted Triangle, it should connect meaningfully to the surrounding neighborhoods, rather than further isolating the area. Already enjoying favorable proximity to transit, the Halsted Triangle has the potential to have more multimodal connections by providing a key segment of the riverwalk and a connection to the proposed Bloomingdale Line.

Maintaining and strengthening a strong connection to transit is a key to preserving the 3,000 jobs located within Goose Island directly east of the Halsted Triangle. The plan seeks to pull together disparate elements of the neighborhood into a cohesive urban community of compatible uses, connections to the river, and integration with the rest of Chicago. Essential elements considered in the development of the plan include:

- Chicago River and the industrial corridor
- North Branch Canal of the Chicago River as it relates to the industrial corridor and Goose Island
- Nearby neighborhoods
- Ogden Avenue
- Connectivity to the transportation system

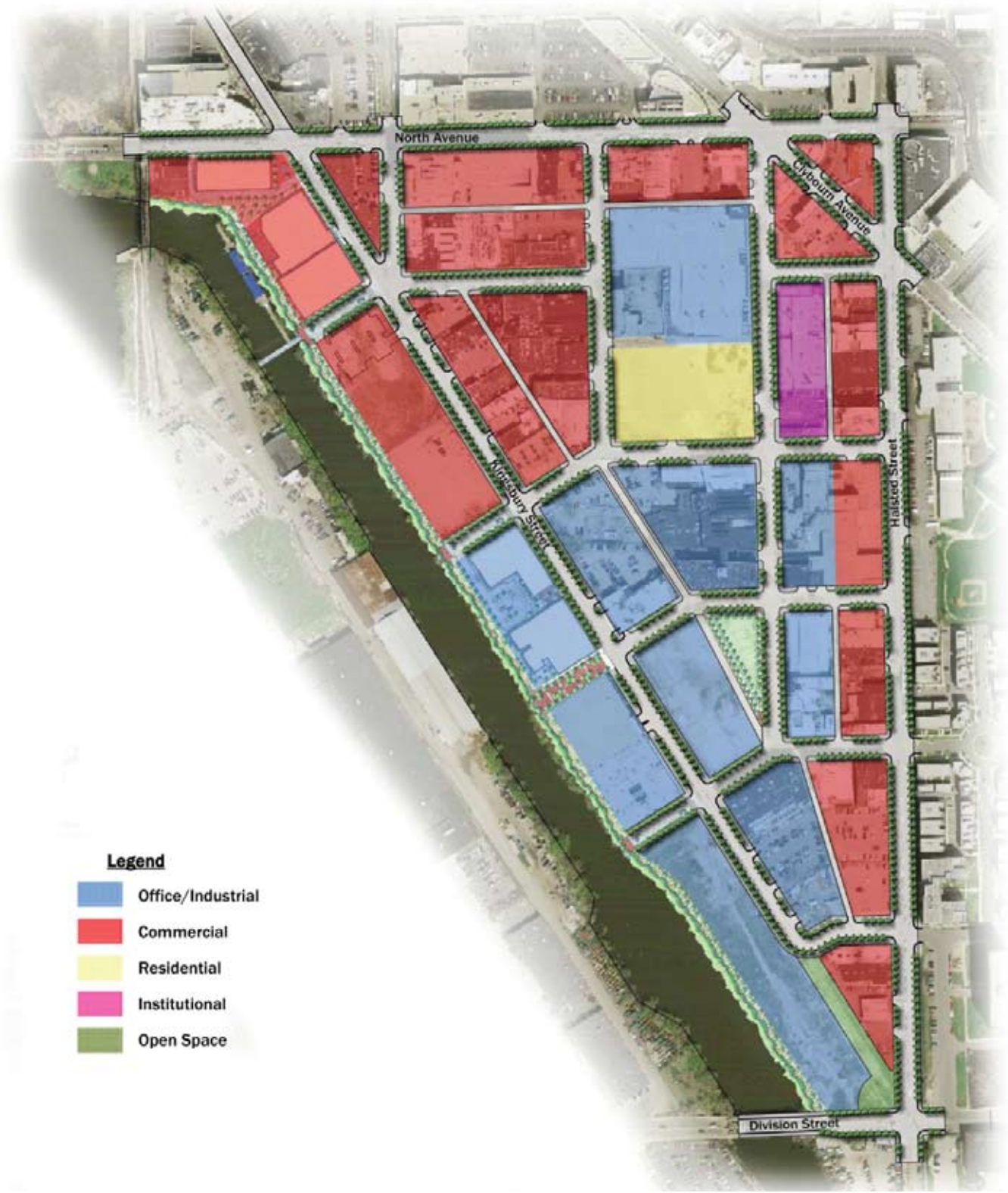
No historic document is more relevant to the Halsted Triangle area than Burnham and Bennett's Plan of Chicago: "The physical integration of transportation and recreation systems was the organizing principle for the future growth of the city—its buildings, streets, and parks." This statement should guide any future development of the Halsted Triangle. Time and time again, the city has looked to the Burnham Plan and its structure as a motivating force and driver for development and land planning in the city.

Chicago River and the Industrial Corridor

Historically, the Chicago River and the North Branch Canal have attracted industrial businesses. Today, they continue to be valuable transportation routes with barges and other vessels ferrying raw materials and finished goods. However, uses of land along the shoreline are evolving as the river and canal are increasingly redeveloped for non-industrial uses. Within the study area, already there is a private boathouse and dock. On any given day, canoes and kayaks can be seen along some sections of the North Branch Canal. While the water and shoreline area were once a back door, the Chicago River has become an interesting scenic and recreational amenity where sections of the Riverwalk have been constructed in conjunction with redevelopment projects.

Kayaking on the North Canal

FIGURE 3.1: MASTER PLAN CONCEPT



North Branch canal of the Chicago River and Goose Island

Goose Island was created when William B. Ogden, who would become Chicago's first mayor, had a canal dug along the north bend in the river to enhance the value of family-owned property along the river. Riverfront sites on Goose Island encouraged and allowed industries such as tanneries, breweries, and soap factories, all of which once flourished at these locations. Although many of the original businesses that were the industrial foundation of Goose Island are gone, the city, realizing the continued industrial value of the area, in 1990 declared Goose Island a planned manufacturing district (PMD). Today, Goose Island is home to 40 companies and 3,000 jobs. The Halsted Triangle is an important buffer between these industrial uses and the residential neighborhoods in Lincoln Park.

Neighborhoods

City neighborhoods and the downtown core are defined by locations of public spaces and transit stops, density, man-made and natural boundaries, to a name a few. The Halsted Triangle has always had a unique combination of developed and natural features that help to define the neighborhood. Historically, many immigrant populations established communities within the framework of already established neighborhoods, adjacent to the industrial areas of the Near North Side. After the Great Depression, public housing projects, such as the Frances Cabrini Homes, were constructed to replace slums and tenements. Whereas many of the slums and tenements cropped up within the fabric of their neighborhoods, housing projects that resulted from urban renewal in the 1950s created a noticeable break in the city's urban fabric. While urban renewal was noble in its intent, the creation of Cabrini Green, Sandburg Village, and other high-rise projects further isolated areas of the city and residents from nearby neighborhoods.

In response to the general failure of the concentrated public housing experiment, the Chicago Housing Authority (CHA) developed the Plan for Transformation (1990s), planning for the replacement of public housing with mixed-income communities.

Ogden Avenue

No longer in existence in the study area, Ogden Avenue was once a major influence for transportation in the Near North Side of Chicago. Parts of the original right-of-way and some sections of roadway still exist, but the corridor no longer has value as a major transportation route for the study area. Ogden Avenue, a part of the 1909 Burnham Plan, ushered in the age of freight movement by trucks in the city. Much like the North Branch of the Chicago River was instrumental for Goose Island's development, the completion of Ogden Avenue in 1934 as a major arterial roadway gave a competitive advantage to areas it served. Its existence influenced businesses to locate in its vicinity, particularly those handling truck and air freight.

Connectivity to the Transportation System

The Halsted Triangle enjoys a strategic location within Chicago's major transportation system. The study area is bordered by busy and active freight and passenger rail lines; bordered by the Chicago River; served by the Red Line directly and Brown Line indirectly; dissected by a number of the city's major arterials; and is located within a convenient distance of the Kennedy Expressway and a number of its interchanges. The study area is close to the Central Area and well-served by transit; however, many of the successful businesses in the area are located in the Halsted Triangle because of its convenient access to the Kennedy Expressway and major streets such as Halsted Street, Elston Avenue, North Avenue, and Clybourn Avenue.

Historic view of Goose Island (looking south toward the Loop). Ogden Avenue is identifiable crossing the North Branch Canal and the river in the upper left corner. Note to the right of the photo the substantial freight railroad corridor where the Kennedy Expressway will be built.
Source: Cameron, Robert Above Chicago (Cameron and Company, San Francisco, California 1992 pp. 62-63)

Similar angle to the historic photo (below), but more recently taken. Worth noting, a portion of Ogden Avenue still exists in this picture, the Kennedy Expressway is shown, and railroad yards on Goose Island are no longer present.

Source: Cameron, Robert Above Chicago (Cameron and Company, San Francisco, California 1992 pp. 62-63)

Influences

The Chicago River, North Branch Canal, industry, Ogden Avenue, public policy (on housing and urban renewal), and immigration, among other influences, have all shaped the study area. Building on the success of the area's history, several possible organizing influences emerge to guide the area into the future.

Sketches on the next page illustrate how these influences contributed to developing the plan.

1. North Branch Canal: Instead of serving solely as a transportation route, the river can add to the attractiveness of the neighborhood and perform transportation as well as neighborhood enhancement functions such as:

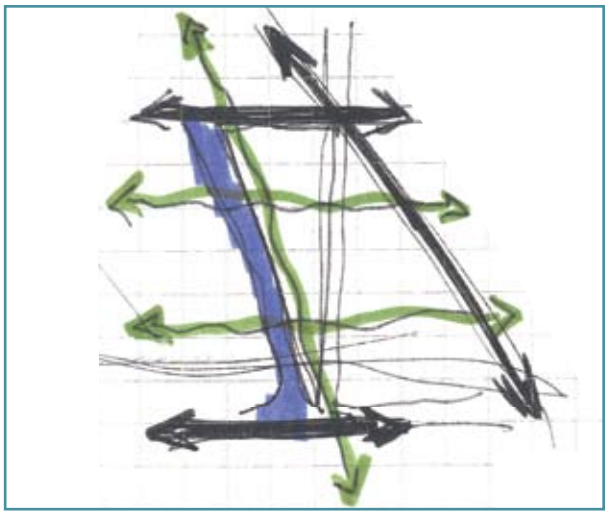
- A transportation corridor for the movement of people and goods
- An amenity that draws people from neighborhoods on the east to the redeveloped Kingsbury retail and employment district
- A pedestrian and bicycle corridor with the implementation of a riverwalk
- A buffer between Goose Island and the Halsted Triangle
- A recreational water corridor

2. Buffers: The nature of land uses on Goose Island and within the Halsted Triangle makes additional residential uses west of Halsted Street inappropriate. Appropriate land uses need to be planned to buffer new development within the Halsted Triangle from existing development on Goose Island, not only to create a more desirable environment within the Halsted Triangle, but also to protect the valuable industrial businesses of Goose Island.

- C3 zoning is in place in most of the Halsted Triangle to provide a buffer between the industrial uses on Goose Island and residential uses in Lincoln Park
- The C3 designation also provides supportive zoning for job-creating uses in the Halsted Triangle
- Retail, entertainment, and office uses buffer industrial uses on Goose Island
- Neighborhood commercial and institutional development along Halsted Street buffers residential uses east of Halsted Street
- Riparian or another natural buffer along the river improves water quality and enhances the aesthetics of the river corridor
- Appropriate level of streetscaping along neighborhood streets buffers pedestrians and differing types of development from passing traffic

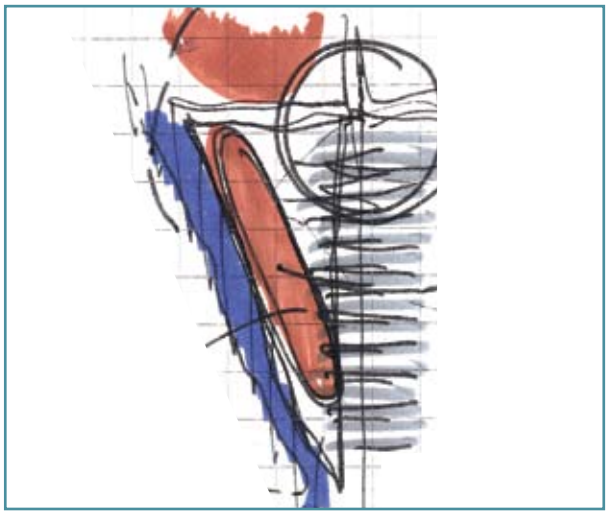
3. Connectivity: Neighborhood street connections in the study area are limited, especially in the east/west direction. The large blocks that exist within the area bounded by North Avenue, Division Street, Halsted Street, and Larabee Street isolate the Halsted Triangle, while not offering an offsetting benefit. The plan proposes a series of new connections to reconnect the Halsted Triangle to its surroundings.

- Halsted Triangle connected to retail uses to the north
- Kingsbury Street connected on the north and the south to serve as a new main neighborhood street
- Parking connected throughout the neighborhood to serve businesses
- Linkages to nearby neighborhoods and carefully planned linkages to Goose Island to improve its access to transit
- Land uses connecting to one another



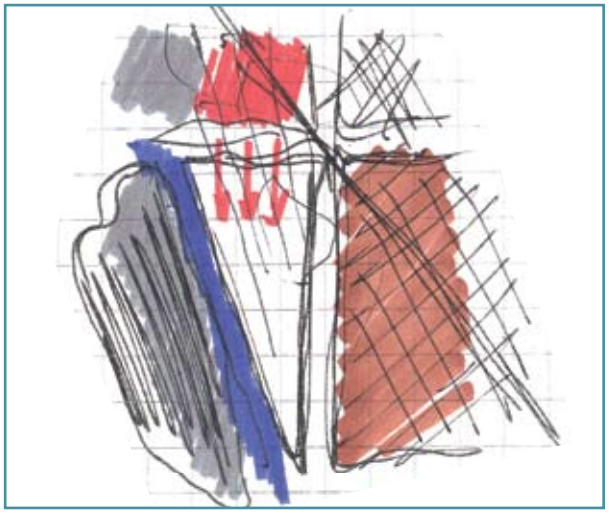
1. River Influence

The North Branch Canal as an amenity and a transportation route supported by one or more strong pedestrian connections across the canal



2. Buffering and East Neighborhood Influence

The use of appropriate land uses along the west side of Kingsbury Street to buffer the remainder of the Halsted Triangle from PMD and Goose Island; planned infiltration of a mixture of supporting and compatible uses from the east



3. Connectivity and the Retail Influence

The influence and infiltration of retail from North Avenue southward, connecting successful retail areas north of North Avenue to new retail and other redevelopment along Kingsbury Street

The Master Plan Site Concepts

The overall master plan is general and seeks to provide flexibility in guiding redevelopment and neighborhood renovation. Several area enlargements were developed to demonstrate general principles of this plan. These enlargements include the following areas:

Area 1: *North Branch Canal/North Avenue/Kingsbury Street*

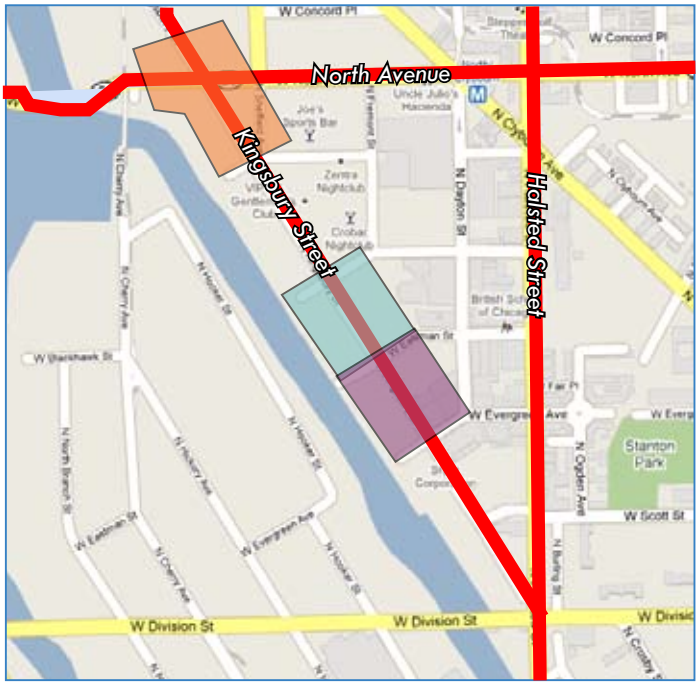
Area 2: *North Branch Canal/Kingsbury Street/Blackhawk Street/Eastman Street*

Area 3: *Kingsbury Street/Eastman Street/Evergreen Avenue*

The key map below shows the general location of these three concept areas. Rather than the elements shown in these enlargements being prescriptive, the illustrations are intended to demonstrate the implementation of recommended concepts. As redevelopment does or does not occur on these sites, these concepts can demonstrate possible new layouts, enhancements to existing sites, and adaptive-reuse plans.

Concept Area Key Map

Area 1 Area 2 Area 3



Looking from Kingsbury towards the North Canal along Blackhawk Street and along Eastman Avenue

AREA 1: NORTH BRANCH CANAL/NORTH AVENUE/KINGSBURY STREET

As redevelopment occurs along North Avenue, establishing a six-foot setback will create the opportunity for an enhanced streetscape with wide sidewalks, trees, pedestrian-level lighting, and transit

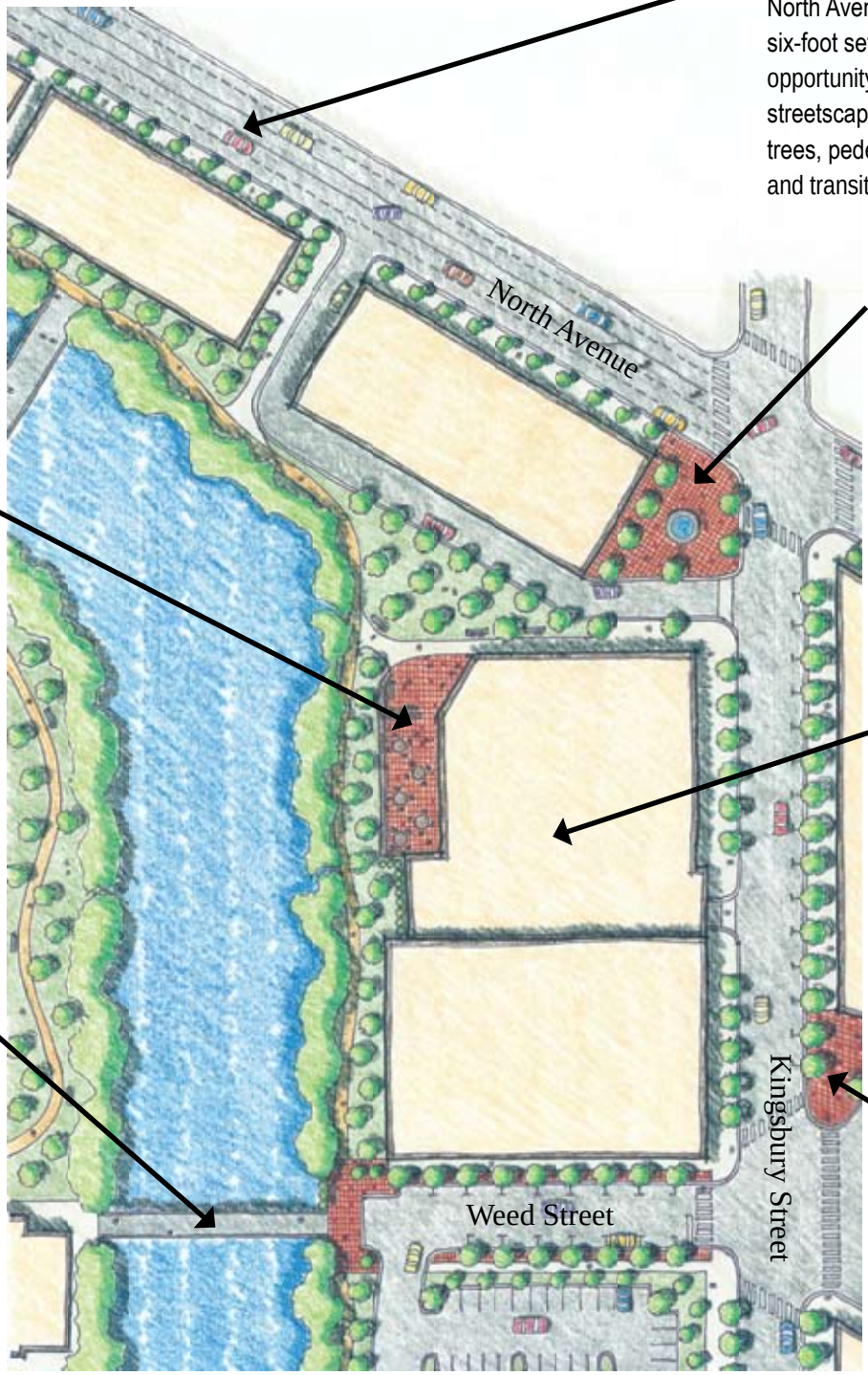
Plazas along busy and visible corridors act as gateways and provide opportunities to soften the edges of busy transportation corridors

Canalfront plazas help to activate the Riverwalk and provide opportunities to develop a wider range of non-residential uses

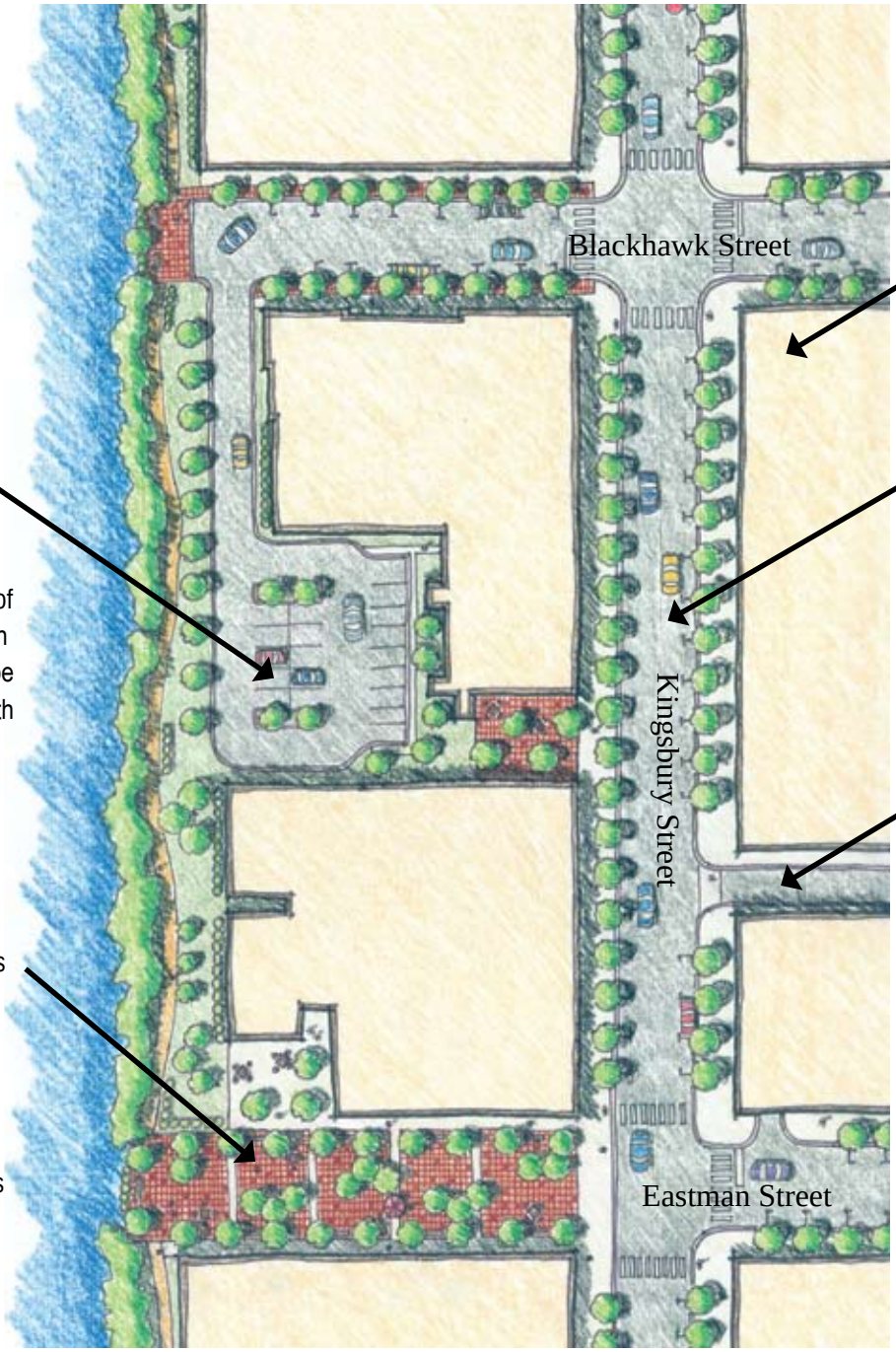
Existing surface lots can be redeveloped as buildings lined with retail and other accessible uses providing opportunity for additional development while continuing to provide essential parking

Potential pedestrian connections to Goose Island can reduce the distance between employees and transportation options as well as offer the opportunity for employees of Goose Island to easily access activities and uses in the Halsted Triangle

Odd-angled intersections provide opportunities to create interesting spaces for people



AREA 2: NORTH BRANCH CANAL/KINGSBURY STREET/ BLACKHAWK STREET/EASTMAN STREET



Buildings should be oriented toward the main pedestrian street to help activate the space

Well-designed streets serve a multitude of important functions in urban places

Parking and loading access should be located at the rear of properties so as not to detract from the pedestrian orientation of the public realm; along the North Branch Canal, these uses can be screened from the Riverwalk with appropriate landscaping

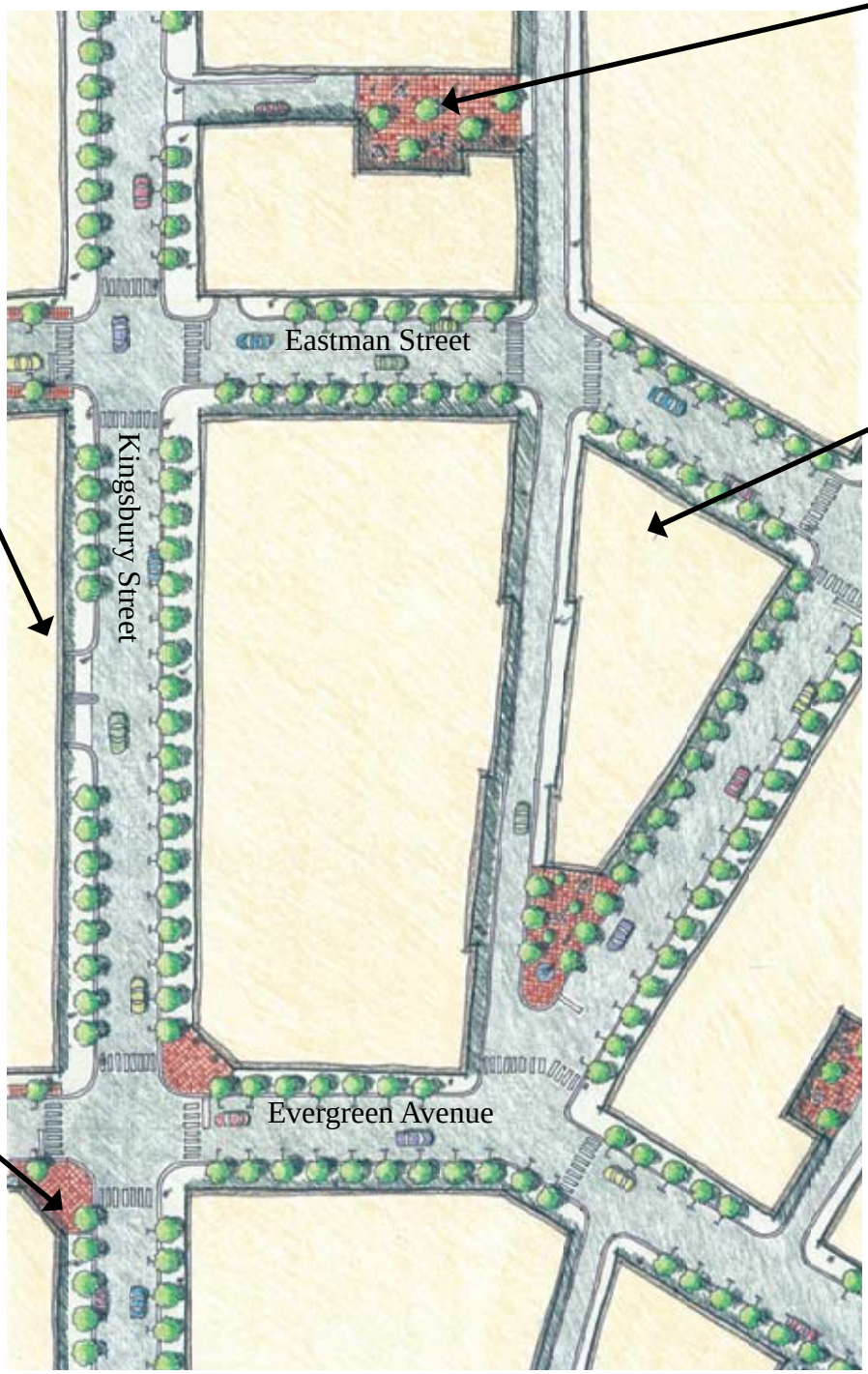
Alleys provide access to the service and loading areas of buildings and help to minimize the number of driveways along main streets

Potential pedestrian connections to Goose Island can reduce the distance between employees and transportation options as well as offer the opportunity for employees of Goose Island to easily access activities and uses in the Halsted Triangle

AREA 3: KINGSBURY STREET/EASTMAN STREET/EVERGREEN AVENUE

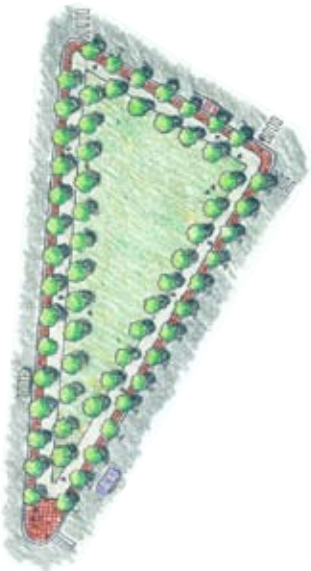
Pocket parks can be created between buildings in residual spaces and help to activate these spaces as well as the adjacent street

Additional right-of-way width would allow wider sidewalks



Triangular or odd shaped properties that are not easily developable offer opportunities to create interesting spaces

ALTERNATIVE



Odd-angled intersections provide opportunities to create interesting spaces for people

Chapter 4

Districts

Districts

The Halsted Triangle consists of both an urban environment and a suburban environment. The urban half is present in the brick-faced warehouse buildings, interconnected streets, and rail line—remnants of the industrial days of the area. The other half of the area's character is expressed in an ad-hoc suburban-style that has been created by the location of many successful national retailers. Some of these businesses are located in a more typical urban pattern; however, many others follow typical suburban site configurations—set back from the street, accompanied by large (typically full) surface parking lots, and substantial vehicular traffic.

This dichotomy has brought with it both the best and the worst of each to the area. On one hand, the remaining industrial character places the neighborhood in context, giving the Halsted Triangle an industrial-age quality that is increasingly rare in modern cities. Yet, due to the change in focus of the community from industry to retail, the industrial urban character has suffered neglect, especially evident along Kingsbury Street. The pseudo-suburban developments have contributed positively by bringing a national retail presence and stability to the economy of the neighborhood. On the flip side, the presence of national retailers is eroding the sense of place in the neighborhood, defining it as a place of vehicles rather than a place for people.

Discussed throughout the workshop was how the Halsted Triangle would be influenced by adjacent land uses and with which directions it would eventually integrate. The success of retail along North Avenue and its continued spread southward into the Halsted Triangle lends strong credibility to a continuation of the trend and the transformation of portions of Halsted Triangle to retail areas. At the same time, the redevelopment of Cabrini Green and YMCA site (New City) shifts the focus of land use along Halsted Street from industrial to retail and neighborhood-scale commercial uses. Figure 4.1 illustrates potential ranges of uses in subareas of the Halsted Triangle and surroundings.

The combination of retail, entertainment, office, and industrial uses in the Halsted Triangle makes it a vibrant and exciting place with tremendous growth potential. The Halsted Triangle is a buffer to the Goose Island PMD where there is active industry. Residential uses are not compatible with the Goose Island PMD and are not proposed for the Halsted Triangle, consistent with current zoning.

Planned Manufacturing Districts

The Goose Island PMD is a major source of well-paying jobs for the city and a region with 40 companies and 3,000 jobs located on approximately 175 acres. One of the city's primary objectives for the Halsted Triangle Plan is to protect and appropriately buffer the PMD from incompatible development. Consistent with this objective, development along the North Branch Canal of the Chicago River within the Halsted Triangle will be commercially focused to visually and physically buffer less compatible development forms east of Goose Island.

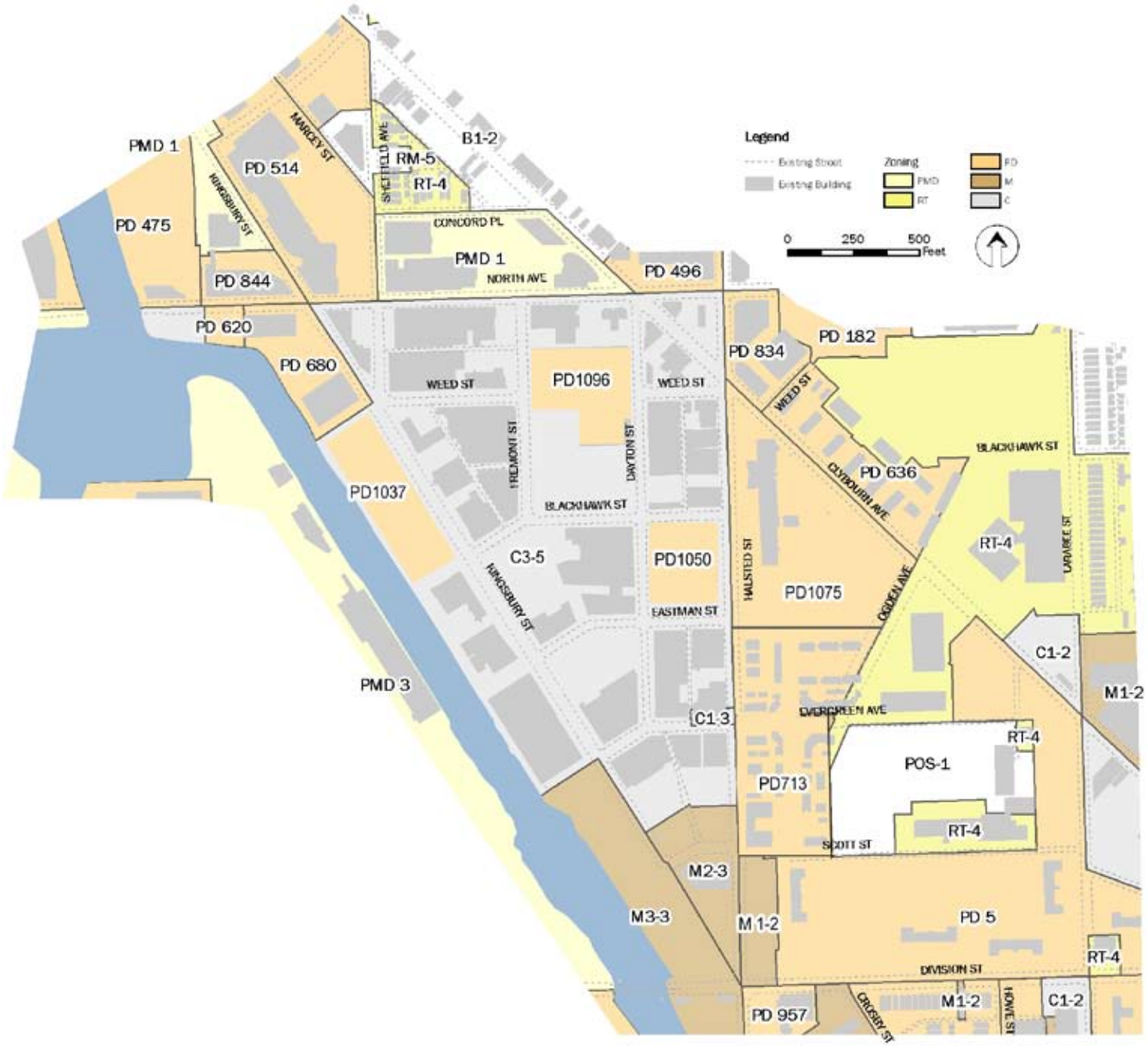
FIGURE 4.1: DISTRICTS

Zoning Districts

The Halsted Triangle is comprised of a number of zoning classifications as described in the following (based on Chicago's Zoning Ordinance) and illustrated in Figure 4.2. Planned developments in the area west of Halsted Street do not include residential uses because they are meant to be buffers from the industrial and manufacturing districts. All planned developments east of Halsted Street are mainly residential in nature.

- Planned Development (PD) Zoning: The primary purposes of a PD district are to encourage unified planning and development, promote economically beneficial development patterns compatible with the surrounding area, ensure that adequate amenities are included in the project, and encourage protection and conservation of natural resources. Each PD district has its own site-specific zoning guidelines that dictate intensity and use regulations. Planned developments are administered by the Department of Planning and Development, and copies of the individual PD ordinances can be reviewed at City Hall, in Room 1003.
- PMD Zoning: The PMD zoning classification is intended to foster the city's industrial base, maintain the city's diversified economy for the general welfare of its citizens, strengthen existing manufacturing areas that are suitable in size, location, and character and which the City Council deems may benefit from designation as a PMD, encourage industrial investment, modernization, and expansion by providing for stable and predictable industrial environments, and help plan and direct programs and initiatives to promote growth and development of the city's industrial employment base.
- The City has 10 PMD Zones. Three PMDs exist near the Halsted Triangle—PMD1: Clybourn corridor, PMD3: Goose Island, and PMD5: Chicago/Halsted corridor.
- M Zoning: Manufacturing (M) districts accommodate manufacturing, warehousing, wholesale, and industrial uses outside the Central Area. The district regulations are intended to promote the economic viability of manufacturing and industrial uses, encourage employment growth, and limit the encroachment of unplanned residential and other nonindustrial development within industrial corridors.
- M1, Limited Manufacturing/Business Park District: The primary purpose of the M1, limited manufacturing/ business park district is to accommodate low-impact manufacturing, wholesaling, warehousing, and distribution activities that occur within enclosed buildings. The district is intended to promote high quality new development and reuse of older industrial buildings.
- M2, Light Industry District: The primary purpose of the M2, light industry district is to accommodate moderate-impact manufacturing, wholesaling, warehousing, and distribution uses, including storage and work-related activities that occur outside of enclosed buildings. The M2 district is intended to accommodate more land-intensive industrial activities than the M1 district.
- M3, Heavy Industry District: The primary purpose of the M3, heavy industrial district is to accommodate high-impact manufacturing and industrial uses, including extractive and waste-related uses.
- C3 Zoning: The primary purpose of the C3, commercial, manufacturing, and employment district is to accommodate retail, service, commercial, and manufacturing uses. This district is intended to serve as a buffer between areas zoned for manufacturing and areas zoned for residential uses. Unlike C1 and C2 districts, the C3 district does not permit any type of residential or ordinance-defined artist live/work space, even with special use approval.

FIGURE 4.2: ZONING



Chapter 5

Traffic, Streets, and Intersections

Traffic, Streets, and Intersections

The majority of the City of Chicago is laid out on a half-mile grid of major streets, interspersed with a number of diagonals and a regional expressway system. Within the study area, North Avenue is a major east/west corridor and Halsted Street is a major north/south corridor. Clybourn Avenue slices through the grid in a northwest/southeast direction, radiating from the Loop into the suburbs. The Kennedy Expressway runs approximately parallel to Clybourn Avenue (and Elston Avenue) a short distance west of the Halsted Triangle and locally has interchanges at Fullerton Avenue, Armitage Avenue, North Avenue, and Division Street.

Despite the area's proximity to good and reliable transit services, the overwhelming majority of work trips into the Halsted Triangle are made by auto. Whereas the majority of area residents commute using transit, for those commuting to the study area, only 21 percent use transit, and more than three in five (61 percent) drive alone. The high auto trip share is a function of many contributing factors, including easy access to the Kennedy Expressway; proximity to other major city routes such as North Avenue, Division Street, Halsted Street, and Clybourn Avenue; the relatively low cost (if any cost) and high availability of parking in the area; and residential trip origins of employees that are not convenient to transit.

As redevelopment occurs, it will be important to retrofit the street corridors to better accommodate all modes and to consider the implementation of policies, programs, and services to encourage travel by modes other than single-occupant autos.

Existing Conditions

The study area street network is relatively disconnected in all directions. Although the major streets—North Avenue, Clybourn Avenue, Division Street, and Halsted Street—are a part of the interconnected network, most of the local streets are disconnected. Owing to now gone Ogden Avenue, the North Branch Canal of the Chicago River, and former Cabrini Green, local streets in the Halsted Triangle do not connect to the adjacent grid of local streets, which partially isolates the Halsted Triangle. While at one time the Halsted Triangle was primarily made up of industrial uses that generated a relatively small number of peak hour trips, new development in the area has the potential to generate a higher number of peak hour trips. Moving forward, it will be important to plan and reconstruct streets to support neighborhood redevelopment and future uses. This may mean aesthetic improvements within the right-of-way, or street reconstruction within the right-of-way to reallocate space between the street and sidewalks. Additional right-of-way (or easements) may be desirable.

To document existing traffic conditions, intersection turning movement counts were collected at a number of study intersections. Weekday p.m. peak-hour and Saturday mid-day volumes are shown in Figure 5.1 which also shows average daily traffic volumes at a number of locations throughout the study area.

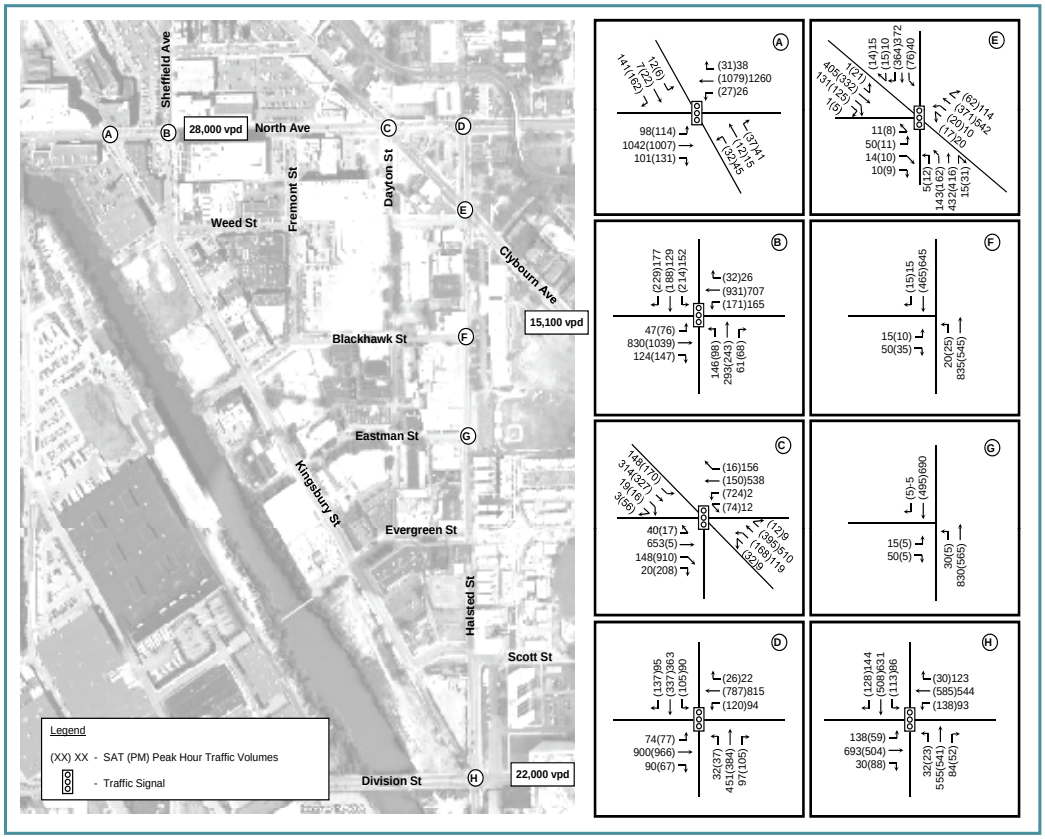
Intersections

Despite steady traffic on most major study area streets, traffic congestion is relatively isolated within the study area. During peak periods, intersections along North Avenue and those defining the triangle experience longer delays than other study area intersections, due to steady vehicular and pedestrian volumes, close traffic signal spacing, and laneage limitations. Intersections include the following:

A. North Avenue/Kingsbury Street: Prior to the installation of a traffic signal at this intersection, the steady stream of traffic on North Avenue provided few gaps for traffic to cross or turn onto North Avenue (from Kingsbury Street) safely. The installation of a traffic signal has substantially improved intersection safety for all modes and provided opportunities for pedestrians to safely cross the street. During the North Avenue bridge construction, traffic congestion will be an issue at this intersection.

B. **North Avenue/Sheffield Avenue:** Currently signalized, this intersection is heavily influenced by the volume of traffic on North Avenue. Due to the close spacing of Sheffield Avenue and Kingsbury Street, eastbound left-turn storage is limited and at times left-turning traffic backs up into the adjacent through lane.

FIGURE 5.1: EXISTING TURNING MOVEMENT VOLUMES



C. Clybourn Avenue/North Avenue/Dayton Street: This intersection operates poorly during the weekday p.m. peak-hour. The five-leg configuration complicates signal phasing, contributes to pedestrian safety issues, and adds to overall intersection conflicts. The close proximity of this intersection to two other triangle intersections requires the signals to be closely coordinated, minimizing the level to which any one intersection can be optimized to move traffic efficiently.

D. North Avenue/Halsted Street: One of the three intersections defining the triangle, this location operates relatively well; however, it is subject to vehicle queues from the Clybourn Avenue/Halsted Street/Weed Street and Clybourn Avenue/North Avenue/Dayton Street intersection. Unlike the other two triangle intersections, the 90-degree intersection of North Avenue and Halsted Street contributes to relatively short crossing distances for pedestrians.

E. Clybourn Avenue/Halsted Street/Weed Street: This intersection operates moderately during peak periods. Also a five-leg intersection, signal phasing and timing are relatively inefficient (for a number of reasons), conflicts are numerous, and pedestrian conditions are not ideal.

In addition to the specific conditions noted at these intersections, the following are general concerns at study area intersections:

- Faded, worn, and missing crosswalks
- Long crosswalks
- Narrow/inadequate sidewalks
- Limited left-turn storage
- Limited pedestrian-level lighting
- Limited opportunities to increase intersection capacity

Streets

Clybourn Avenue, Halsted Street, North Avenue, and Kingsbury Street are the major streets serving as the armature of the triangle. The configuration and condition of these streets are presented in the following sections.

Clybourn Avenue and Halsted Street

Clybourn Avenue and Halsted Street are congested during peak hours and on weekends. Laneage varies at signalized intersections, but generally is an exclusive left-turn lane, shared through, and right-turn lane at minimum. On-street parking is permitted on both sides of these streets and is heavily used. In the vicinity of the Halsted Triangle, Clybourn Avenue has traffic signals at Sheffield Avenue, North Avenue, and Halsted Street. In the same area, Halsted Street has traffic signals at North Avenue, Clybourn Avenue, and Division Street. While Halsted Street has striped bicycle lanes, Clybourn Avenue does not, but is a designated bicycle route. Primary issues along these streets include:

- Traffic congestion at the North Avenue, Clybourn Avenue, Halsted Street triangle—which is a typical condition at five- and six-leg intersections in the city
- Pedestrian safety concerns at intersections
- Inadequate streetscape (lighting, sidewalk width, and street furnishings)

Halsted Street looking north towards Eastman Street

Halsted Street looking south at the river bridge

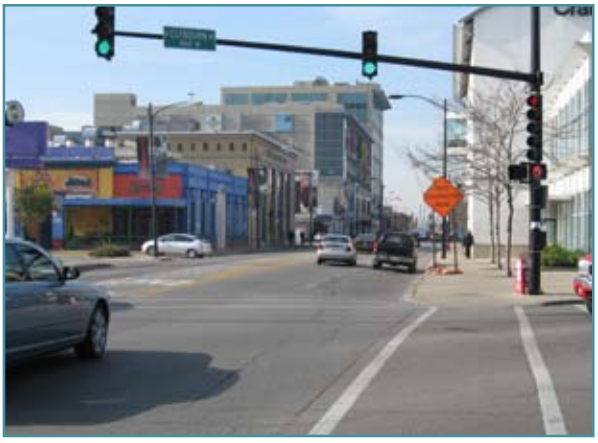
Halsted Street looking north towards Blackhawk Street

North Avenue

On weekends and during peak hours, North Avenue experiences significant congestion. The existing five-lane section (two lanes in each direction and left-turn lanes at intersections) is over capacity. Peak hour and weekend stop-and-go traffic conditions are common on North Avenue, partially a result of the construction of the road bridge over the Chicago River, but more related to the numerous origins and destinations connected by the corridor. Currently, traffic signals are located at Sheffield Avenue, Clybourn Avenue, and Halsted Street in the study area.

While the creation of an interconnected local street network in the study area will not solve all traffic issues on North Avenue, it will help to better distribute traffic in the neighborhood and reduce overall reliance on North Avenue. Primary issues along North Avenue include:

- Traffic congestion at the North Avenue, Clybourn Avenue, and Halsted Street triangle
- Pedestrian safety concerns at intersections
- Narrow travel lanes and significant heavy vehicle traffic
- Narrow sidewalks and heavy pedestrian volumes
- High curbs and lack of good ADA ramps at intersections
- Long distance between safe and suitable pedestrian crossings



North Avenue looking west

North Avenue at Kingsbury Street

North Avenue east of Halsted Street

Kingsbury Street

This primary local street runs from Clifton Avenue on the north to Scott Street on the south. Historically, Kingsbury Street reached further north; however, the city vacated the right-of-way for one block north of Clifton Avenue. South of Scott Street, the city has retained the Kingsbury right-of-way although no street currently exists south of Scott Street to Division Street.

Kingsbury Street is bisected by a freight rail spur that is currently not in use. In recent transaction, ownership of this rail spur from Canadian Pacific to Iowa Pacific Holdings and subsequently to the City of Chicago was transferred. Currently, angled parking is permitted along the corridor from south of Weed Street to Scott Street. The parking is used heavily by local employers (due to lack of off-street employee parking). A traffic signal was recently installed at the Kingsbury Street/ North Avenue intersection to improve safety and traffic operations. There are a number of visual and functional issues that exist within the corridor, including:

- Discontinuous sidewalks, some of which are in disrepair
- Limited, vehicular-oriented street lighting
- Pavement in moderate condition with some deficiencies
- Loose material (sand, gravel, and dirt) covering pavement in some sections of the corridor, obscuring the actual edge of the roadway
- Curbs (at a number of locations) nearly obscured by street overlays and through damage sustained by heavy vehicle traffic
- Numerous driveway cuts and long driveways that enable vehicles to park on sidewalks
- Rails running through the right-of-way

Various locations on Kingsbury Street showing parking on street and off street and the rails which are to be removed.

Future Traffic Conditions

Redevelopment in the Halsted Triangle has the potential to add significant density to the area. The increase in density could significantly increase the number of peak period trips to and from the area. The addition of jobs to the area will mean an increase in the number of inbound-oriented a.m. peak-hour trips and outbound-oriented p.m. peak-hour trips. Industrial, office, and related uses will contribute few to no trips on the weekend. The addition of retail uses will add to inbound and outbound p.m. peak-hour trips and will contribute to an increase in travel on the weekend.

Development Totals

Based on a general assessment of buildable area and by applying a reasonable massing model to the area, an approximate build-out (square feet) was developed for the Halsted Triangle (includes the New City and SoNo). Understanding the importance of preserving high-quality, well-paying jobs, and the incompatibility of industrial and manufacturing with residential uses, except for the two approved projects in the study area, additional residential density was excluded. Rough total square footages generated for each use type in the study area (including the New City and SoNo) are the following:

- **Office:** 1,075,000 square feet
- Research and Development: 1,365,000 square feet (includes industrial and manufacturing)
- Retail: 1,003,000 square feet
- Residential: 1,040 dwelling units (SoNo and New City)

Person Trip Generation

In the development of vehicular volume forecasts, measures of density (square feet, dwelling units, number of employees) were translated into trips by mode—vehicular trips, walking and bicycling trips, and transit trips. To develop trips by mode, a person trip generation exercise was conducted by using rates published by the Institute of Transportation Engineers (ITE) in Trip Generation, 7th Edition and then applying appropriate factors to account for the multimodal mixed-use (outside of the Halsted Triangle) condition of the area as a whole. The person trip generation potential for the area is shown in Table 5.1.

Table 5.1: Person Trip Generation Potential with Redevelopment

Land Use	Saturday Peak Hour			Weekday PM Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Office	132	121	253	228	1,190	1,418
R&D	165	163	328	221	1,254	1,475
Residential	265	226	491	322	159	481
Retail	3,550	3,291	6,841	1,473	1,795	3,268
Total	**4,112**	**3,801**	**7,913**	**2,244**	**4,398**	**6,642**

Developed using rates published by the Institute of Transportation Engineers in Trip Generation, 7th Edition

TABLE 5.2: PERSON TRIP GENERATION POTENTIAL WITH INTERNAL TRIPS EXCLUDED

Land Use	Saturday Peak Hour			Weekday PM Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Office	79	95	174	161	1,143	1,304
R&D	100	127	227	155	1,206	1,361
Residential	167	149	316	210	75	285
Retail	3,550	3,080	6,496	1,331	1,587	2,918
Total	**3,762**	**3,451**	**7,213**	**1,857**	**4,011**	**5,868**
Developed using internal capture methodologies published by the Institute of Transportation Engineers						

Internal Trips

In a transportation analysis, internal trips are the trips with origins and destinations within such proximity that they do not affect the larger transportation network—whether they occur on transit, by walking or bicycling, or by driving. In the context of this study, internal trips are those trips that remain within or immediately adjacent to the Halsted Triangle. In general, the propensity for trips to be "captured" internally varies based upon the conditions of the area: the pedestrian-friendliness of the urban design, the compactness of the development, the availability and convenience of non-auto travel modes, and the mixture of uses.

Using methodologies outlined by ITE, internal captured trips were quantified and removed from external trips. Based on the size of the Halsted Triangle and an understanding of the future urban design of the area, the majority of internal trips are assumed to occur via walking and bicycling, with the vast minority occurring by car. Accounting for the reality of internal tripmaking, Table 5.2 indicates potential external person trip generation potential for the study area.

Mode Split

Following internal capture reductions, the remaining (external) trips were split into external transit trips and external vehicle trips using current mode split data. External transit trips would be accommodated on bus and rail services and external vehicle trips would be accommodated on the street network. Based on existing data and an understanding of the future urban condition, potential policy-induced conditions, and the future transportation system of the area, the following were assumed with regard to mode split in the long term:

- Residential
- Existing: 54% drive (5% carpool)
- Future: 50% drive (5% carpool)
- Other uses
- Existing: 79% drive (of those who drive, 39% carpool)
- Future: 65% drive (of those who drive, 40% carpool)

Table 5.3 presents a summary of external vehicle trips for the study area based on the application of the mode split assumptions.

TABLE 5.3: APPROXIMATE EXTERNAL VEHICLE TRIPS

Land Use	Saturday Peak Hour			Weekday PM Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Office	41	49	90	84	594	678
R&D	52	66	118	81	627	708
Residential	81	73	154	102	37	139
Retail	1,776	1,602	3,378	692	825	1,517
Total	**1,951**	**1,790**	**3,740**	**959**	**2,083**	**3,042**
Developed using internal capture methodologies published by the Institute of Transportation Engineers						

Traffic Assignment

Following the designation of internal trips and trips assigned to transit and other non-auto modes, the remaining vehicular trips were assigned to the street network for the p.m. peak hour and Saturday mid-day volumes. The following general distribution of trips was assumed:

Clybourn Avenue

- To/from the northwest: 15%
- To/from the southeast: 15%

North Avenue

- To/from the west: 15%
- To/from the east: 10%

Halsted Street

- To/from the north: 15%
- To/from the south: 5%

Division Street

- To/from the west: 10%
- To/from the east: 10%

Sheffield Avenue

- To/from the north: 5%

Other Traffic Growth

In addition to the increase in trips that will accompany the redevelopment of the Halsted Triangle, traffic due to non-specific regional growth and change will increase the volume of traffic on primary and main corridors in the area. Even without the redevelopment of the Halsted Triangle, these increases over time would be likely to consume most of the excess capacity on routes such as Halsted Street, North Avenue, Clybourn Avenue, and Division Street. For the purposes of this study, general background traffic growth was not included.

Traffic Evaluation

Based on the aforementioned assumptions, which include potential Halsted Triangle redevelopment and currently approved developments in the study area, traffic volumes are projected to increase substantially throughout the study area. Planning-level analyses were conducted to quantify the magnitude of the impact of potential redevelopment of the Halsted Triangle. Tables 5.4 and 5.5 show p.m. peak-hour and Saturday mid-day peak volumes at the entry and exit points (cordon) on major study area roadways.

TABLE 5.4: PM PEAK HOUR TRAFFIC VOLUME COMPARISON

Location	PM Peak Hour		
	Existing	Future	Percent Change
North Clybourn Avenue	1,190	1,340	13%
South Clybourn Avenue	1,160	1,940	67%
East North Avenue	2,070	2,340	13%
West North Avenue	2,690	3,130	16%
North Halsted Street	1,190	1,610	35%
South Halsted Street	1,680	2,390	42%

TABLE 5.5: SATURDAY MID-DAY TRAFFIC VOLUME COMPARISON

Location	Saturday Mid-day		
	Existing	Future	Percent Change
North Clybourn Avenue	1,250	1,530	22%
South Clybourn Avenue	920	1,770	92%
East North Avenue	2,110	2,400	14%
West North Avenue	2,530	3,100	23%
North Halsted Street	1,150	1,630	42%
South Halsted Street	1,520	2,350	55%

As shown in the tables, traffic increases have the potential to be substantial on the major street network. Notably, traffic is projected to significantly increase on Clybourn Avenue to the south as well as on Halsted Street to the north and south. Already heavy volumes on North Avenue shift focus from its traffic increases; however, these increases could worsen operational conditions. Based on a planning-level intersection evaluation, the following signalized intersections have the potential to experience congestion during peak periods:

- North Avenue/Sheffield Avenue
- North Avenue/Clybourn Avenue/Dayton Street
- North Avenue/Halsted Street
- Clybourn Avenue/Halsted Street/Weed Street

In addition to these, at the Halsted Street/Blackhawk Street intersection, the stop-controlled movements are likely to experience significant left-turning delays.

In a suburban context, options to widen entire street corridors and add exclusive turn lanes to intersections could help mitigate similar increases in traffic, but in the study area, right-of-way is constrained by buildings making these types of capacity-enhancing improvements impossible. If significant redevelopment of the Halsted Triangle occurs, transportation system efficiency improvements, multimodal improvements, and transportation policy changes will need to be considered.

Traffic Signal and Intersection Recommendations

As the Halsted Triangle redevelops, traffic and travel patterns will change. Currently, the primary focus of development is toward North Avenue. With the infiltration of desirable destinations in portions of the Halsted Triangle to the south, improvements to vehicular access will be necessary. Based on assumptions regarding street hierarchy and land use type and intensity, a number of new traffic signals are recommended to be installed (when approved and warranted) to support increases in vehicular traffic as well as to provide opportunities for pedestrians to cross busy streets. Future traffic signals are recommended at the following intersections, which are indicated in Figure 5.2.

- North Avenue/Fremont Street: As a part of the installation of a signal at this location, it is recommended to realign the existing driveway serving the properties to the north opposite Fremont Street. It is understood that the realignment of this driveway will require cooperation between the city and the property owner as well as minor modifications to the existing surface parking lot.
- Halsted Street/Eastman Street: This traffic signal will be needed to support the New City development, the Blackhawk development, and the SoNo development, but will be important in increasing the number of signalized connections serving the Halsted Triangle. This signal also will provide the opportunity for a new signalized crossing of Halsted Street between Clybourn Avenue and Division Street, improving east/west pedestrian connectivity.
- Clybourn Avenue/Eastman Street (extended): A signal at this location would support increased east/west mobility for all modes and would serve as an additional major ingress/egress point for traffic in the area.

Recommendations

General Street Recommendations

The street network gives physical form to urban places. It bounds development while at the same time defining spaces for pedestrians, bicycles, transit, landscaping, and vehicles, both parked and moving. Not every street performs every function; however, in the overall network of streets, all modes must be accommodated. Well-designed streetscapes add to the value of a neighborhood's character and encourage people to walk and bicycle, often further than they would have on a more desolate and uninviting street. As the street network in the study area is modified over time, multimodal accommodation should be a priority. Streets are recommended to generally accommodate the following:

- Wide sidewalks
- Utility/landscape zone between the sidewalk and the edge of the traveled way
- Bicycle lanes of at least five feet in width on Halsted Street and adequate width shared travel lanes on Division Street and Clybourn Avenue
- Parallel parking lanes on both sides of the street
- Left-turn lanes at major intersections
- High-visibility crosswalks
- Pedestrian countdown heads and push buttons at signalized intersections

Typical Sections and Street Class Recommendations

The major street network tends to be focused on mobility (moving people through), whereas the local street network is oriented toward providing access to destinations. Form follows function as it relates to the type and level of activity that occurs along different classes of street. Figure 5.2 shows the proposed street hierarchy for existing and proposed streets for the study area. The following pages provide a brief description of each street class (except canal connector corridors, which are discussed in Chapter 8, Urban Design) as well as provide a typical cross section and/or plan view rendering.

Primary and Secondary Streets

North Avenue is the only primary street in the study area. Halsted Street and Clybourn Avenue are secondary streets. Primary and secondary streets have a role in providing local circulation; however, direct access to sites (driveways) should be limited. These corridors are critically important in moving people traveling by any mode between origin and destination. The following pages show recommended cross sections for North Avenue, Halsted Street, and Clybourn Avenue.

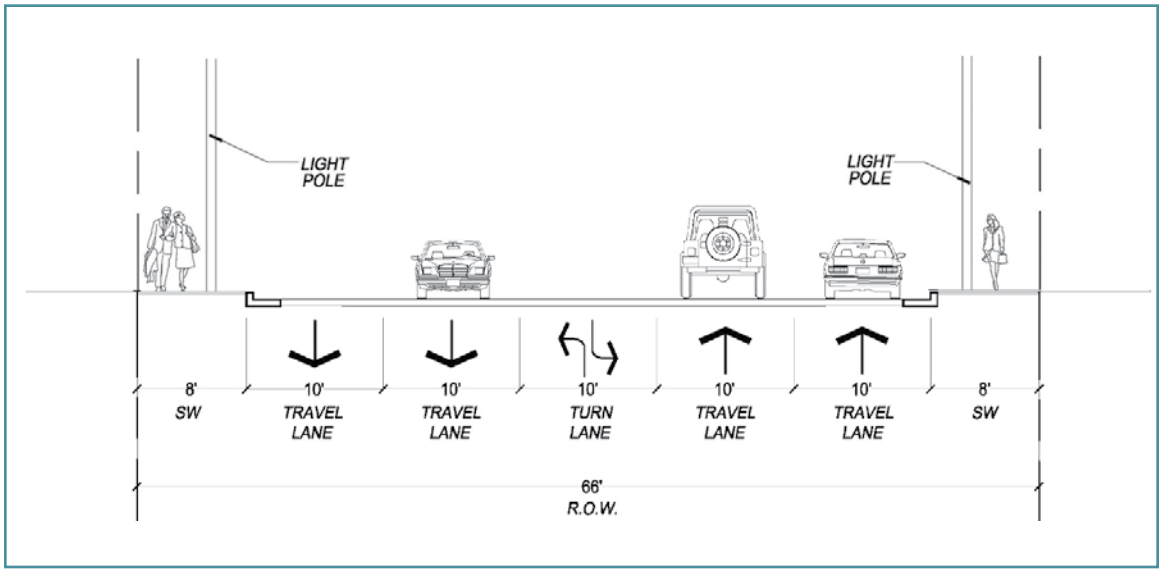
North Avenue

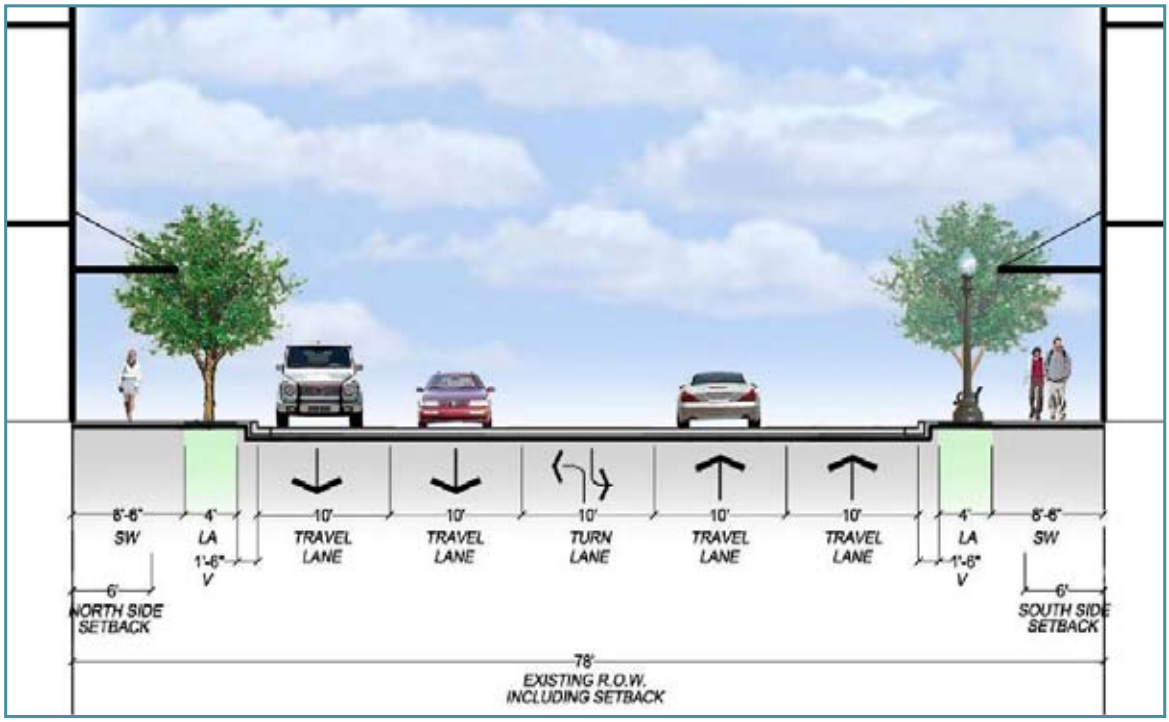
Through the study area, North Avenue's cross section is constrained by buildings that front the street. Few of these buildings will be replaced in the near future; however, a minimum of a six-foot set-back (from the back of the existing right-of-way line) is recommended on both sides of the road for any redeveloped properties fronting North Avenue. In the short-term, prior to adjacent property redevelopment, elements commonly located in the pedestrian realm such as light poles, trash cans, newspaper/periodical boxes, delivery boxes, unnecessary signage, and utility poles should be consolidated to improve the efficiency of the sidewalk. Impacts to transit service and operations will be considered prior to the relocation or consolidation of street furnishing related to Chicago Transit Authority (CTA) operations or services.

Figure 5.2: Recommended Street Hierarchy in the Study Area

North Avenue looking east towards the elevated CTA Brown Line

NORTH AVENUE EXISTING CROSS SECTION





RECOMMENDED TYPICAL SECTION FOR NORTH AVENUE

Halsted Street

As redevelopment occurs, the streetscape character of Halsted Street between Division Street and North Avenue should change to better accommodate pedestrians. To improve conditions for pedestrians and complement redevelopment, the sidewalk should be widened to a minimum of 11 feet (includes trees in grates). This will require the acquisition or dedication of additional right-of-way—minimum of three feet on both sides of the street. As shown in the illustration on the following page, it is recommended to retain the existing bicycle lane and on-street parking.

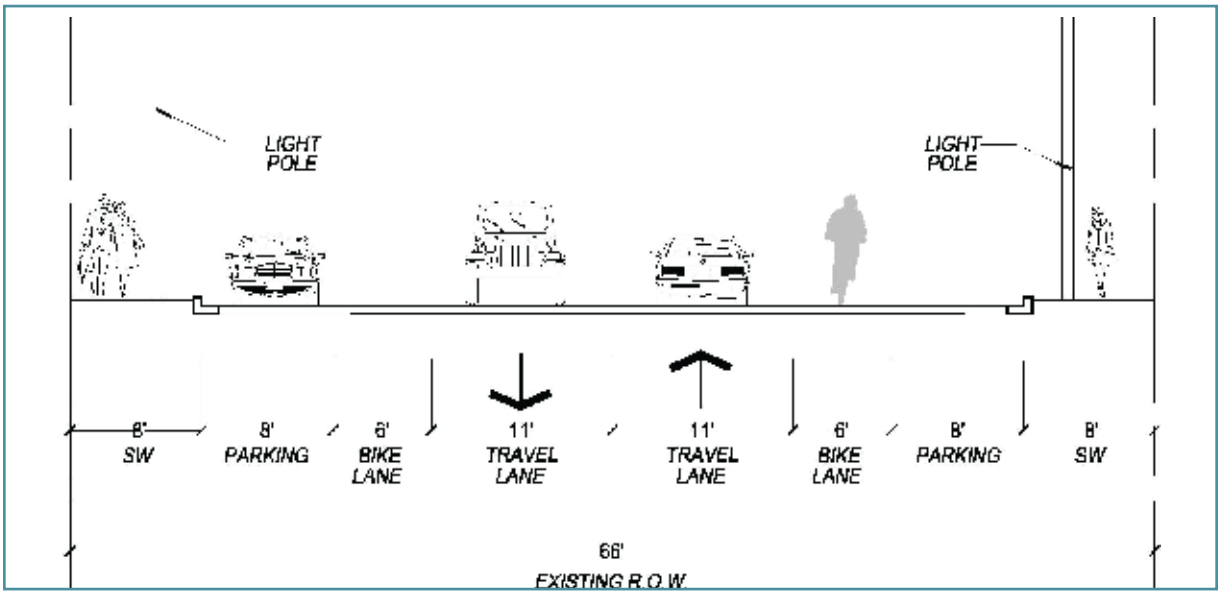
Prior to additional right-of-way being secured for sidewalk improvements, the existing cross section should be maintained and sidewalks kept clear and maintained in good condition. If necessary, maintenance should be performed to restore damaged and missing sidewalks and curbs. In locations where buildings are adapted to new uses and not demolished or where there is already new development, consideration should be given to the reallocation of the on-street parking for sidewalk enhancements.

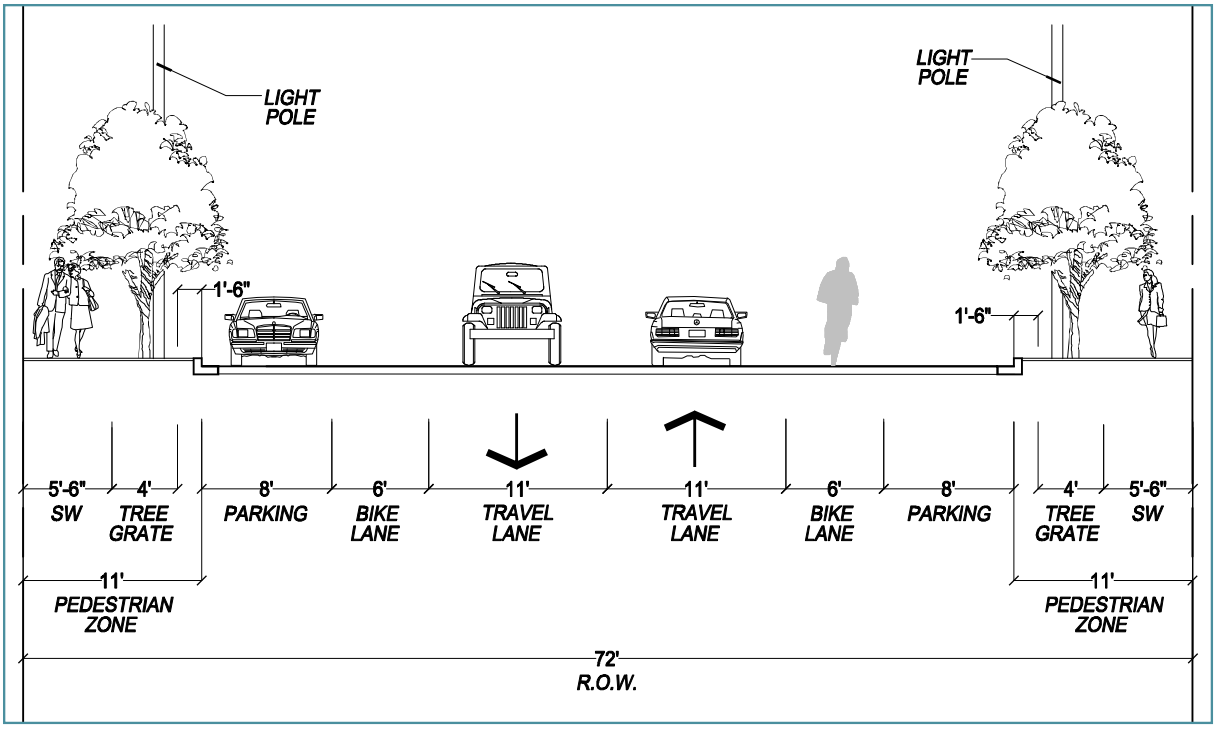
Halsted Street looking south

Halsted Street looking north

Adaptive reuse of building on Halsted Street

HALSTED STREET EXISTING CROSS SECTION





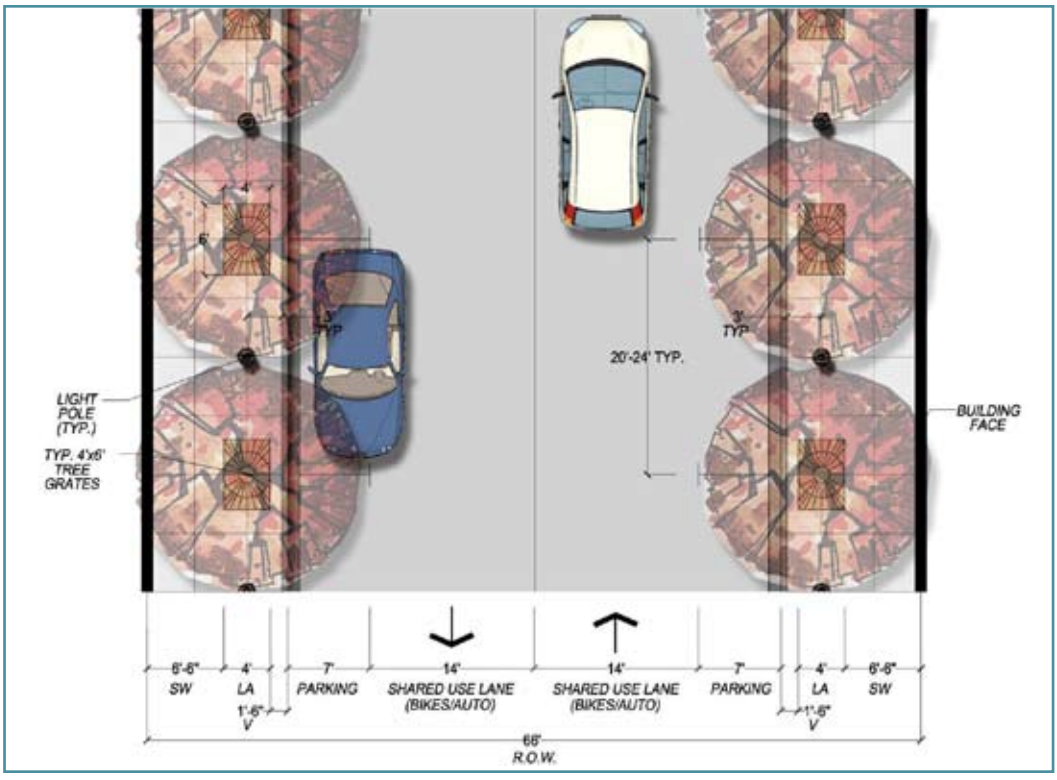
RECOMMENDED TYPICAL SECTION FOR HALSTED STREET

Clybourn Avenue

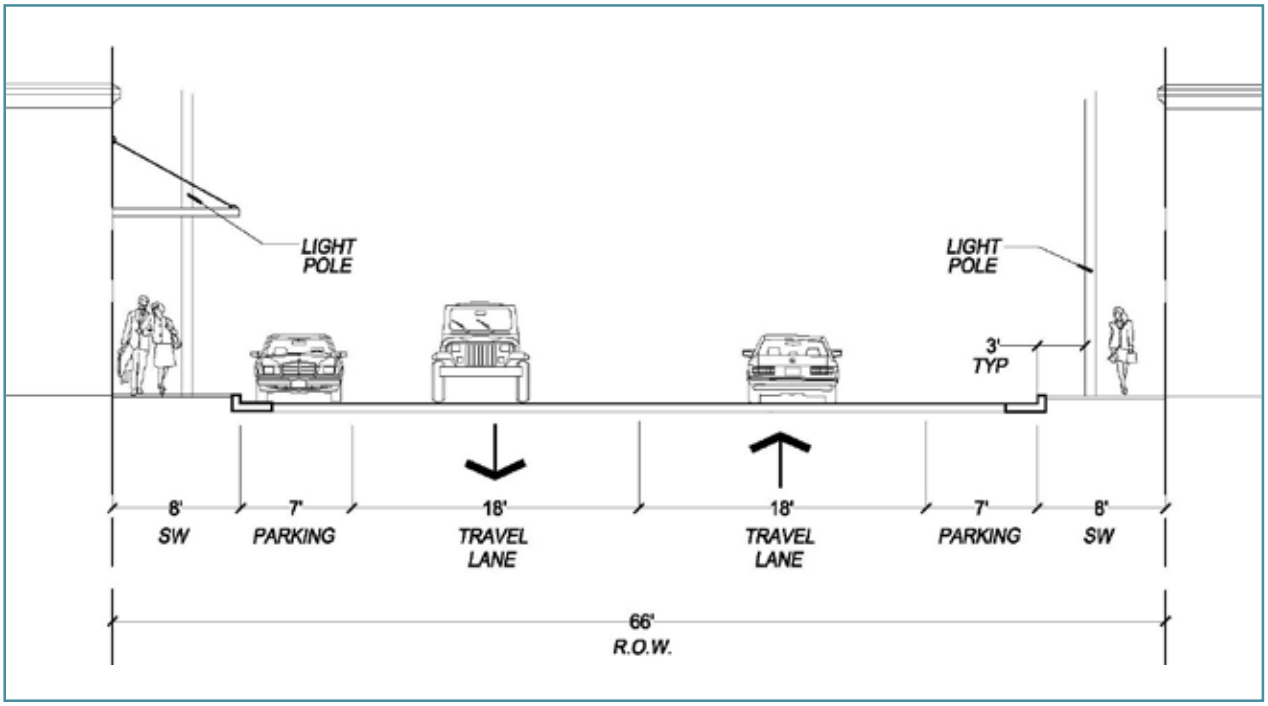
Considerable redevelopment has already occurred along Clybourn Avenue, especially in the vicinity of North Avenue where popular retailers and restaurants line the street and pedestrian traffic on the sidewalk has increased. The existing sidewalk is interrupted by utility poles, light poles, newspaper (and other material) boxes, and other obstructions. In an area with low pedestrian volumes, an eight-foot-wide sidewalk would be sufficient to convey pedestrians; however, it is not sufficient on Clybourn Avenue. The recommended typical section narrows the travel way (moves the curbs inward) by four feet on each side, widening the sidewalk the same four feet without requiring additional right-of-way.

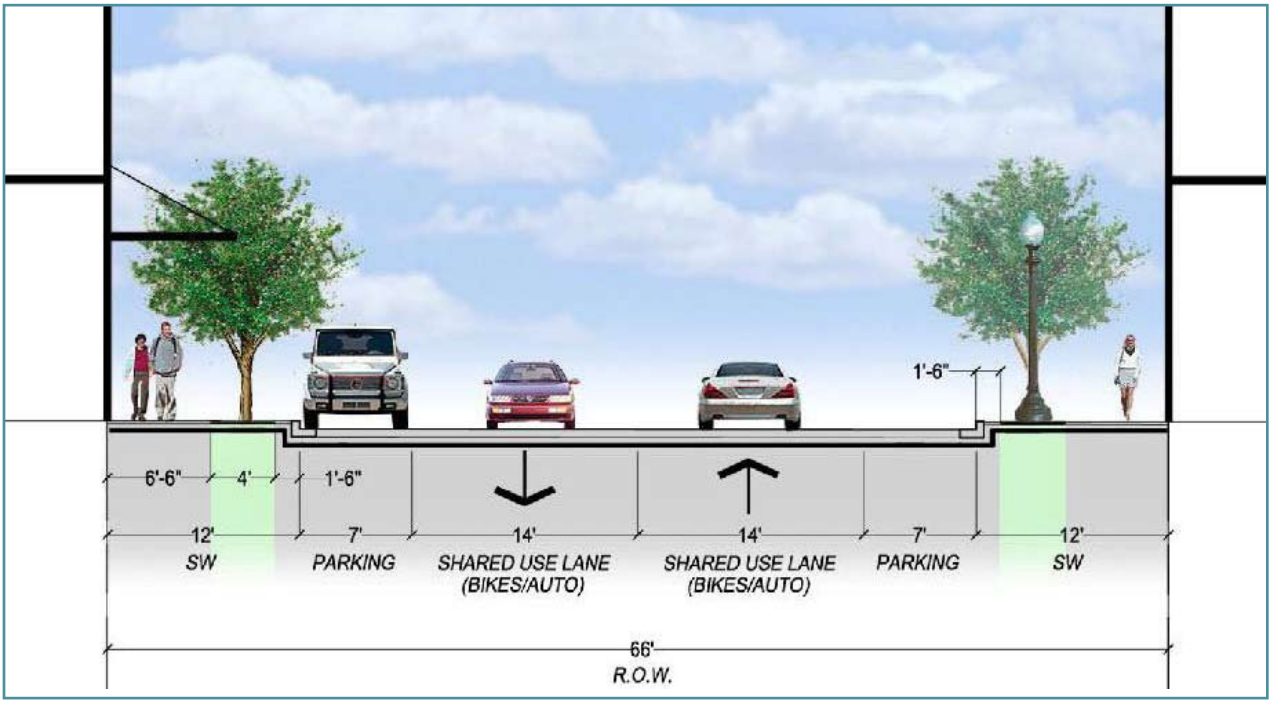
On-street parking along Clybourn Avenue

Recommended Plan for Clybourn Avenue



EXISTING CROSS SECTION OF CLYBOURN AVENUE





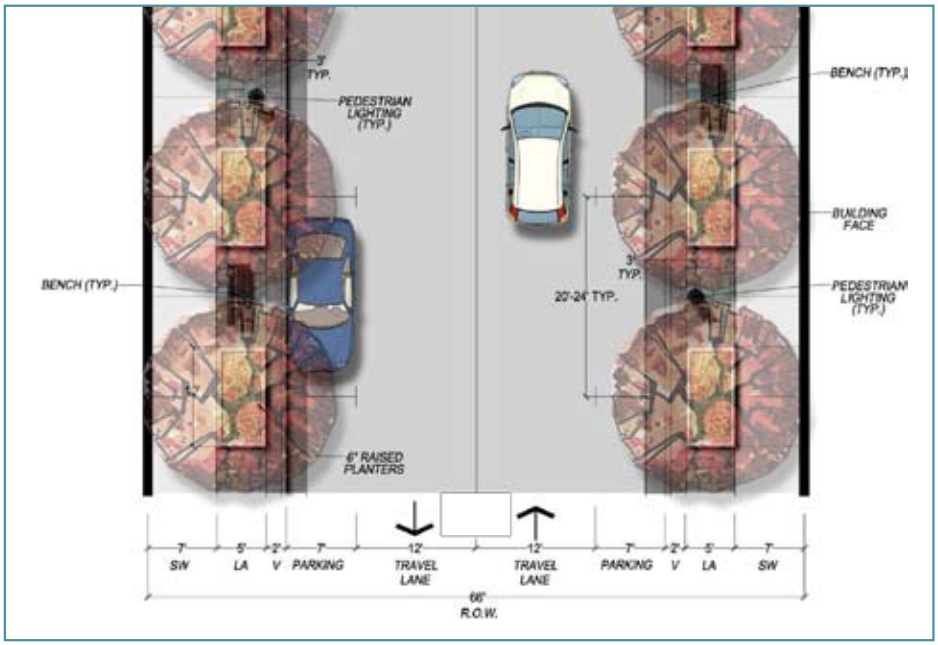
RECOMMENDED TYPICAL SECTION FOR CLYBOURN AVENUE

Kingsbury Street

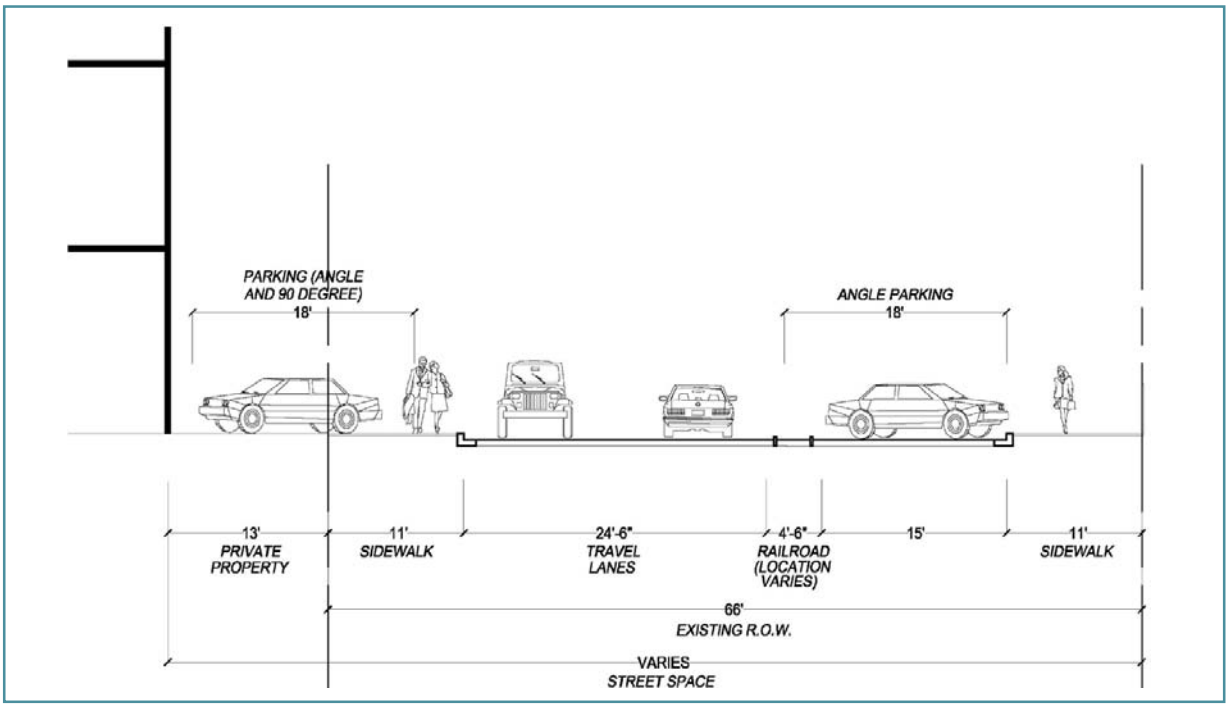
Enhancements within the Existing Right-of-Way

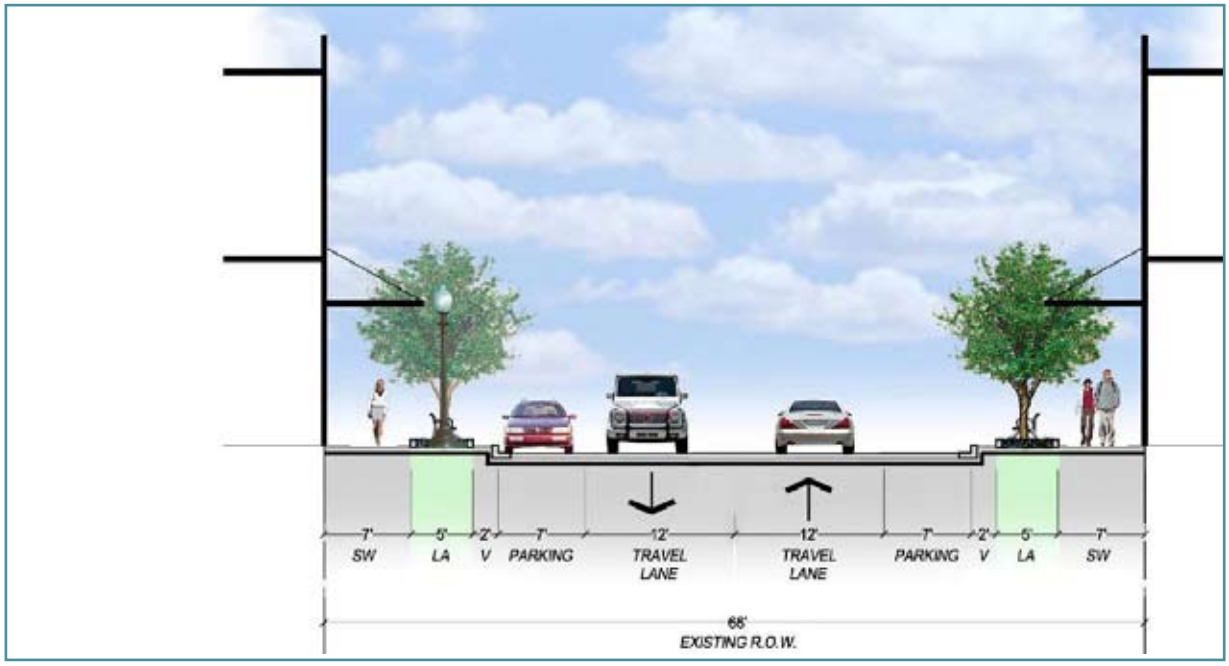
Early in 2010, the City of Chicago entered into an agreement with the Canadian National Railway to abandon the railroad running down the center of Kingsbury Street. Design plans for the reconstruction of Kingsbury Street are being completed including the removal of the rails. The reconstruction plans are consistent with recommendations in the 2007 Plan which are illustrated herein. In the short-term (prior to major redevelopment), Kingsbury Street is recommended to have parallel parking on both sides of the street with significant enhancements to the streetscape. In the short-term, curbs, landscaping, lighting, and the vehicular travel way will be set to the ultimate layout. Although the existing cross section employs angle parking on both sides, in most locations vehicles are actually parking over the curb, on sidewalks. The reconstruction will re-establish property lines and create well-defined sidewalks and parking.

Recommended Plan for Kingsbury Street Prior to Additional Right-of-Way Acquisition



KINGSBURY STREET EXISTING CROSS SECTION





RECOMMENDED TYPICAL SECTION FOR KINGSBURY STREET PRIOR TO ADDITIONAL RIGHT-OF-WAY ACQUISITION

Kingsbury Street

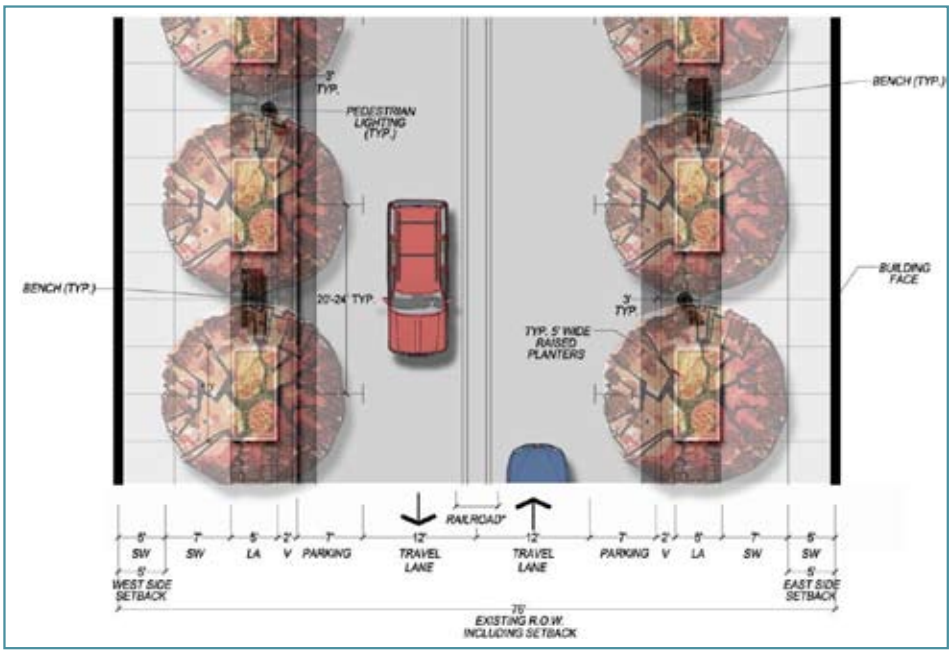
Enhancements with additional Right-of-Way

In the long-term, right-of-way widening (to a total of 76 feet) is proposed along both sides of Kingsbury Street to provide space for wider sidewalks and additional hardscaping to support a more pedestrian-oriented use of the corridor. As shown in the plan and section views, the widening of sidewalks does not change elements improved and constructed in the short-term phase. Lane widths will remain the same and curb and gutter lines will remain in place.

In fact, this concept of increased right-of-way has been implemented as a part of the Whole Foods approval. An additional three-foot setback was provided along the Kingsbury Street frontage. This allowed for additional width for planters and landscape buffers. This can be repeated elsewhere along Kingsbury Street as the area is redeveloped through the planned development approval process. Parcels on the west side of the street also have frontage on the North Branch Canal so a planned development will be required and additional setback can be acquired. Many of the parcels along the east side of the street are assumed to be candidates for significant redevelopment, also requiring planned development approval. Therefore, the potential of this recommended future right-of-way acquisition is feasible, at least for planning purposes.

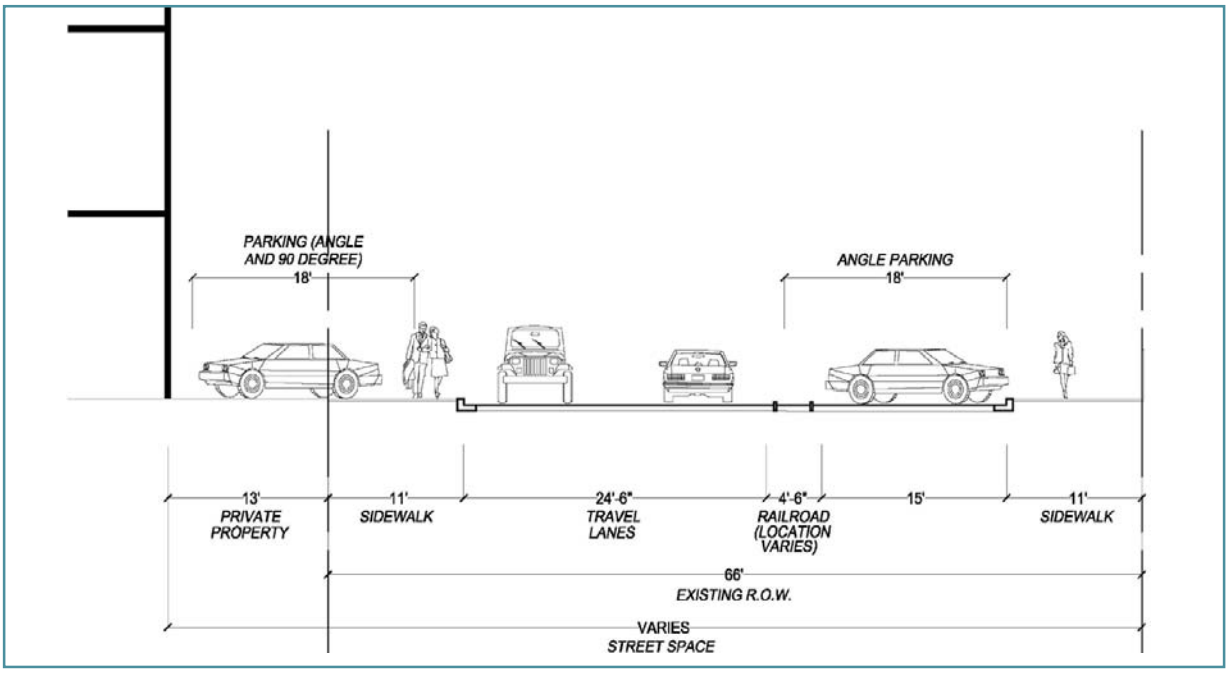
Kingsbury Street at Whole Foods showing landscaped islands to extend curb lines and shadow parking

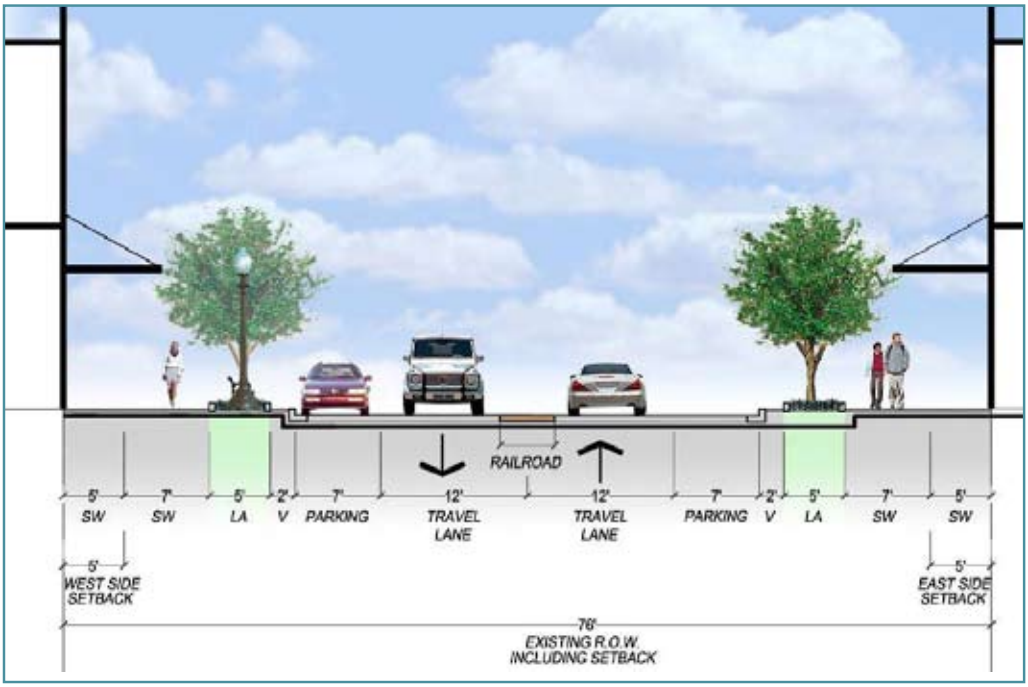
Recommended Plan for Kingsbury Street with Additional Right-of-Way Acquisition



Note: In the future if additional right-of-way is acquired, the city will consider design variations to better accommodate bicycles.

KINGSBURY STREET EXISTING CROSS SECTION





RECOMMENDED TYPICAL SECTION FOR KINGSBURY STREET WITH ADDITIONAL RIGHT-OF-WAY ACQUISITION

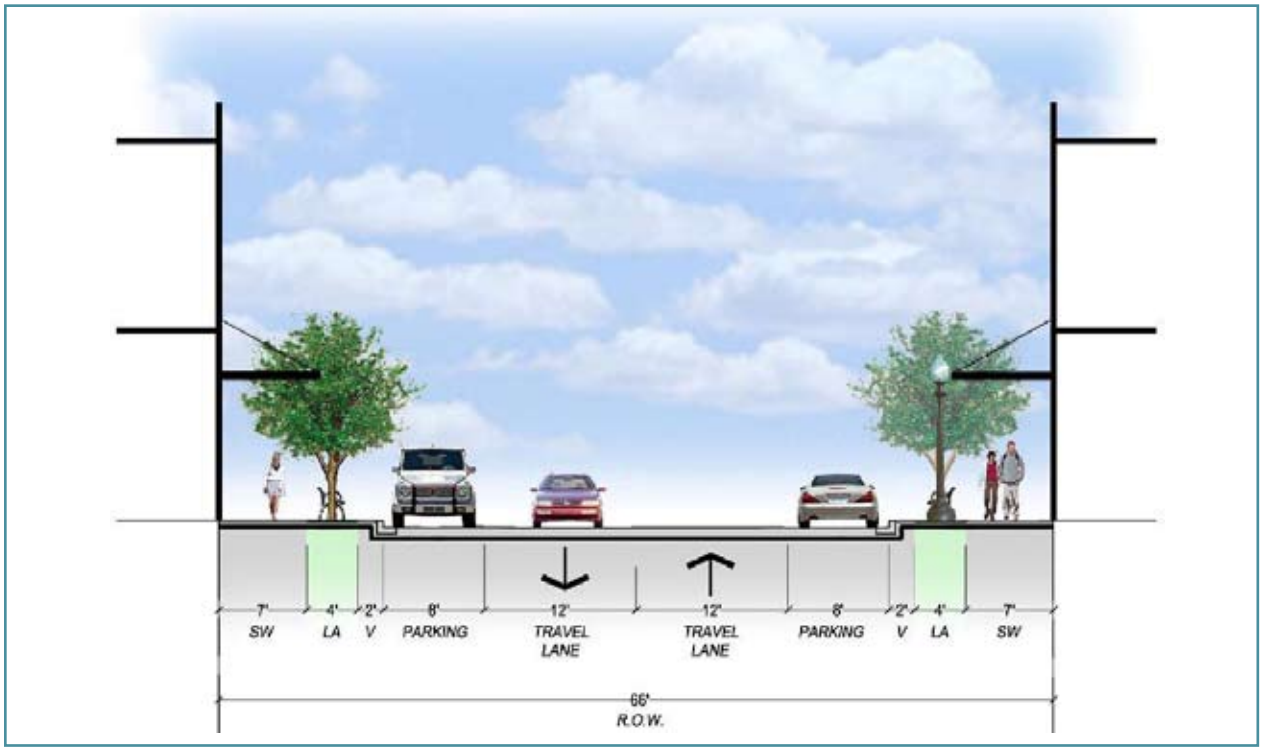
Class A Streets

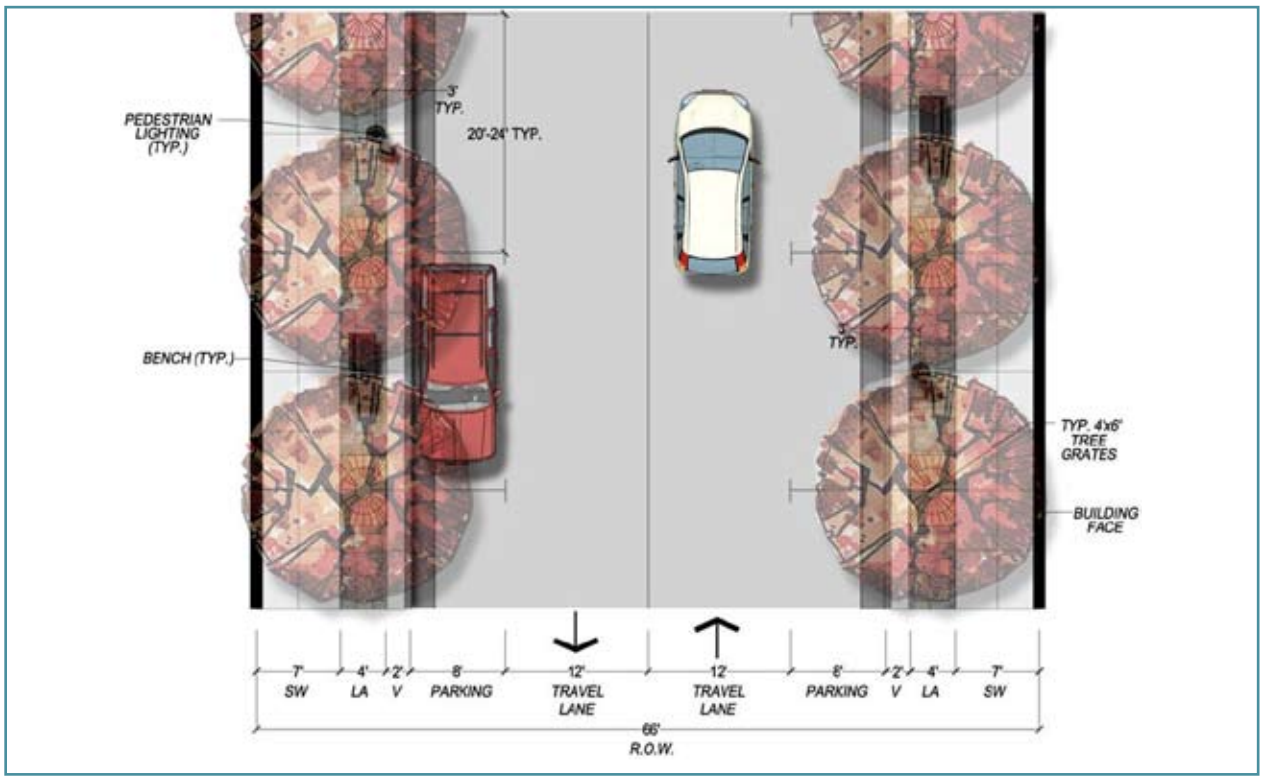
These streets are the primary internal streets within the Halsted Triangle. They will connect the area to the major street network and are critical in distributing people, bicycles, and vehicles throughout the Halsted Triangle once they leave the major street network. From a pedestrian connectivity perspective, the group of streets in this class are currently in poor condition and not wholly conducive to pedestrians and bicyclists. Many of these streets are in disrepair or were constructed in an industrial context that is not supportive of pedestrians. The enhancement of these corridors will support multimodal initiatives by inviting and encouraging pedestrians and bicyclists to walk and ride longer distances. This class of street includes:

- Blackhawk Street east of Kingsbury Street
- Concord Street
- Dayton Street
- Eastman Street east of Kingsbury Street
- Evergreen Street east of Kingsbury Street
- Fremont Street
- Kingsbury Street north of North Avenue
- Larabee Street
- Marcey Street
- Scott Street
- Sheffield Avenue
- Weed Street

Various views of A Streets in the area showing on street parking and planted swales which protect the pedestrian environment

RECOMMENDED TYPICAL SECTION AND PLAN FOR CLASS A STREETS





Alleys

The recommended network of alleys shown to the right is intended to serve "back of house" functions in the Halsted Triangle. This plan does not recommend the reconstruction of functional existing alleys. It does recommend that as redevelopment occurs adjacent to existing alleys or where alleys are shown conceptually, that fully functional alleys be constructed. Alleys have a high driveway frequency, may provide access to loading and service areas of buildings, and are ideal locations for dumpsters.

Chicago's Green Alley Program

According to the City's web site, Chicago's Green Alley program is the latest in a long line of environmentally friendly initiatives put forth by Mayor Daley.

Green alleys incorporate a variety of characteristics:

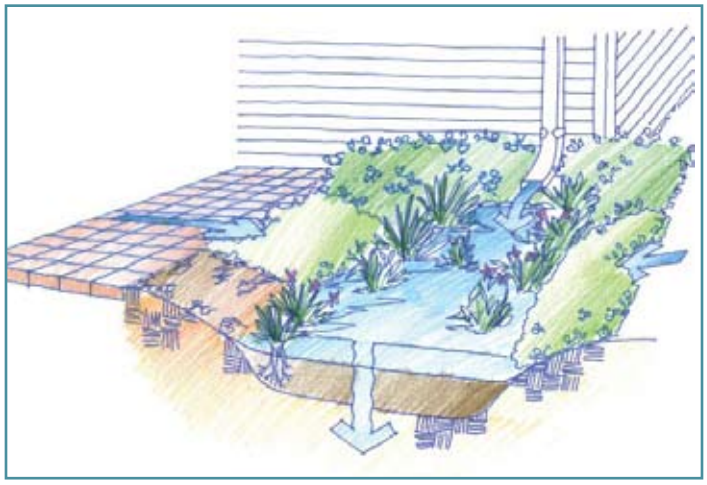
- Permeable pavements (asphalt, concrete, or pavers) that allow stormwater to filter through the pavement and drain into the ground, instead of collecting on hard surfaces or draining into the sewer system. The permeable pavement can be used on the full width of an alley, or simply in a center trench.
- Open bottom catch basins—installed in alleys to capture water and funnel it into the ground
- High-albedo pavement, a lighter-colored surface that reflects sunlight instead of absorbing it, helping reduce the urban heat island effect
- Recycled materials, such as concrete aggregate, slag, and recycled tire rubber

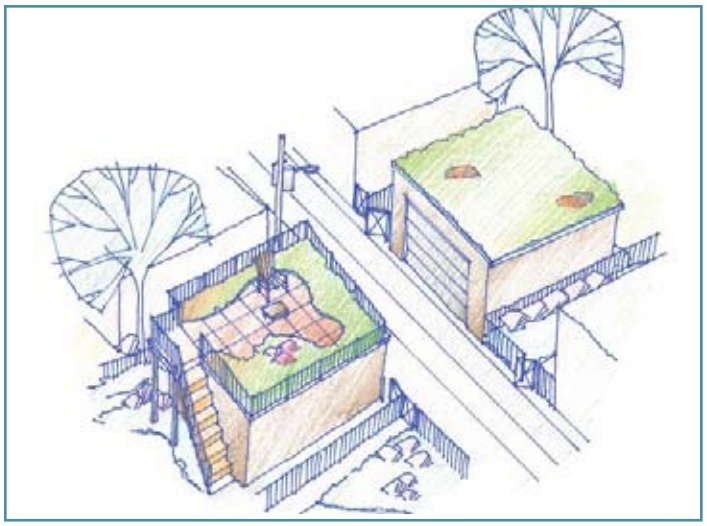
Other green alley techniques include using proper grading and pitch to facilitate drainage, and using dark sky-compliant light fixtures to reduce light pollution and provide uniform illumination. Green alleys are part of CDOT's "green infrastructure" — which includes recycled construction materials, permeable pavements, and other efforts.

The Green Alley program began as a pilot in 2006, and through 2009, more than 100 Green Alleys have been installed. A handbook entitled "The Chicago Green Alley Handbook, An Action Guide to Create Greener, Environmentally Sustainable Chicago" provides an overview of CDOT's Green Alley program.

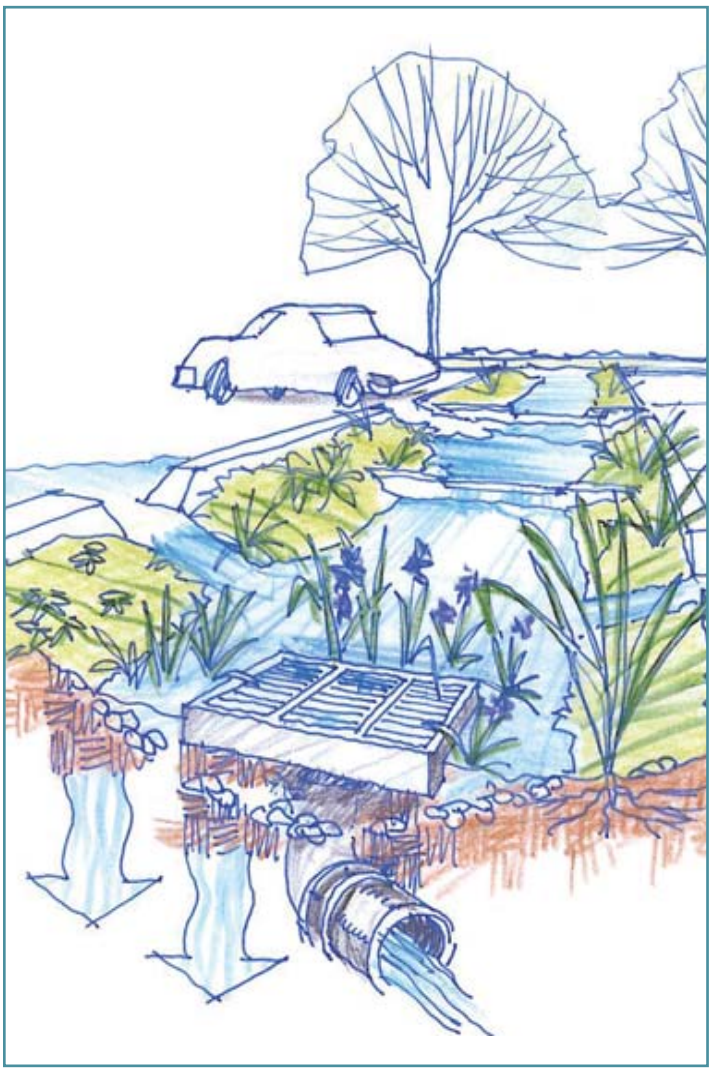
See http://www.cityofchicago.org/city/en/depts/cdot/provdrs/alley/svcs/green_alleys.html

Permeable pavement being poured in an alley on fabric liner





Excerpts from the City's Green Alley Handbook



Other Recommendations

To further support the redevelopment of the Halsted Triangle and improve multimodal transportation conditions, a number of other items are recommended and described in the following:

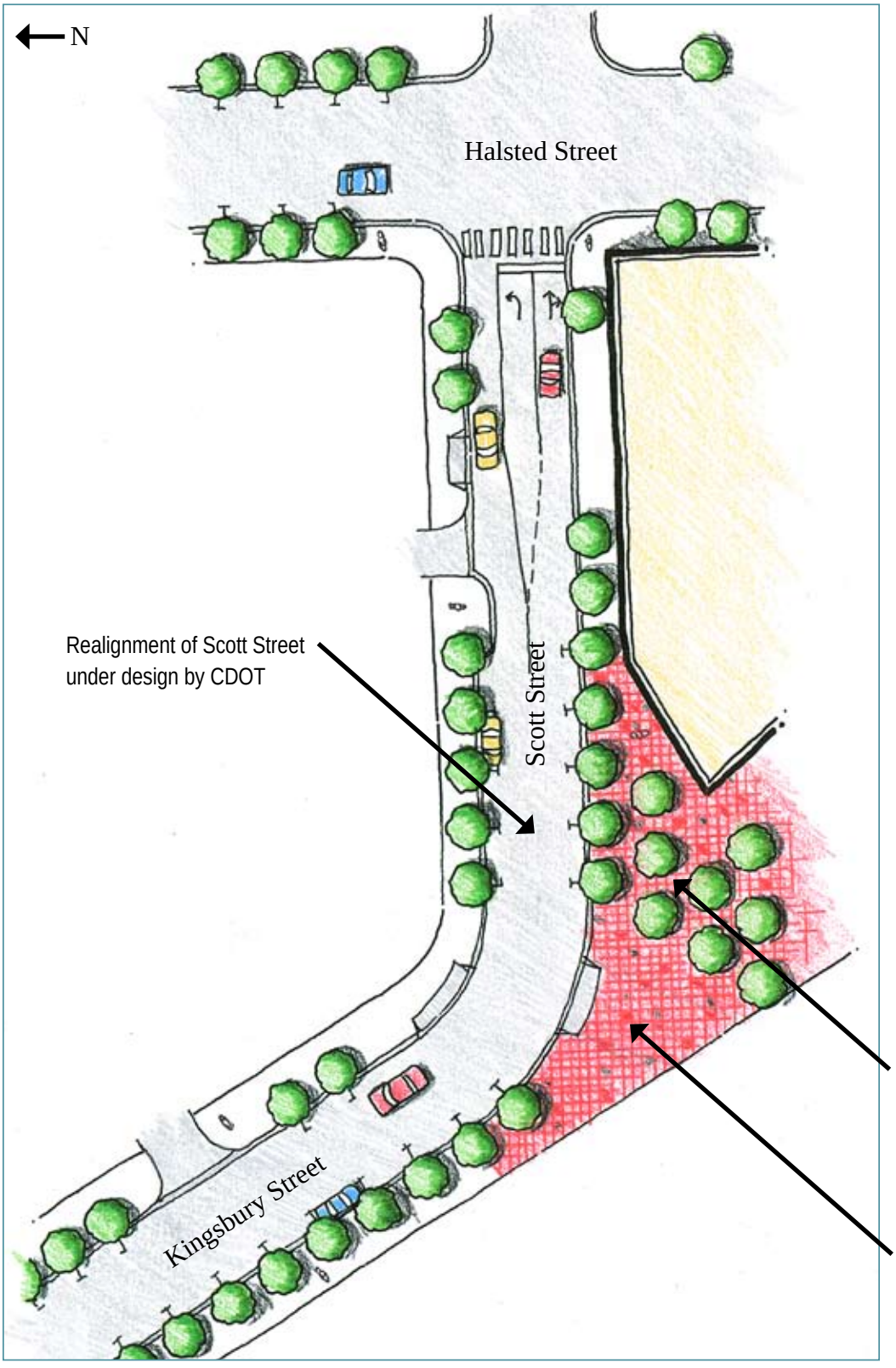
- Restripe crosswalks with high-visibility markings at major (signalized) intersections: To improve the visibility of crosswalks, ladder-style markings should be placed, at minimum, on crosswalks adjacent to bus stops and the Red Line station. Ladder-style crosswalks are more easily visible to approaching drivers.
- One-way (westbound) Weed Street between Halsted Street and Dayton Street: Reducing the number of signal phases for the Halsted Street/ Clybourn Avenue/Weed Street intersection provide the opportunity to allow more green time for major traffic movements. By converting Weed Street to one-way westbound, it also reduces the number of conflict points at the intersection, improving vehicular, pedestrian, and bicycle safety.

As part of the Kingsbury Street Improvements, Scott Street also will be upgraded:

- Upgrade Scott Street to a Class A street between Halsted Street and Kingsbury Street: To support redevelopment and provide an additional point of vehicular ingress, it is recommended to upgrade the cross section of Scott Street between Kingsbury Street and Halsted Street to facilitate better accommodation of all modes.
- Realign Scott Street at Halsted Street: This realignment would be focused on reducing the offset between the legs of Scott Street at their intersection with Halsted Street. The existing offset creates an undesirable overlap in left-turn storage for the two legs of Scott Street—forcing left-turns to stack in the very short offset segment. To implement this modification will require cooperation with the property owner to the south of Scott Street. The adjacent figure shows a conceptual realignment of Scott Street that reduces the offset between the two legs of Scott Street while not impacting the existing building to the south.

Parking within the right of way of the unused and unpaved Kingsbury Street south of Scott Street

REALIGNMENT OF SCOTT STREET AT HALSTED STREET


N
Halsted Street
Realignment of Scott Street under design by CDOT
Scott Street
Kingsbury Street
Opportunity to create plaza in abandoned Kingsbury Street
Close/abandon the unpaved portion of Kingsbury Street

Chapter 6

Pedestrians, Bicycles, and Transit

Pedestrians, Bicycles, and Transit

As redevelopment and the future plan for the Halsted Triangle are considered, the volume of vehicle trips that could be generated by currently approved and future developments has the potential to strain the street system, adding to already challenging peak-hour travel conditions. This potential outcome underscores the importance of planning and implementing strategic multimodal improvements in and connecting to the study area. Improvements include those to streets and intersections, but more importantly those to transit and pedestrian and bicycle networks. This study recommends a multimodal approach, placing substantial importance on encouraging the use of transit to travel from and within the area.

Based on travel studies and data, population groups in neighborhoods bordering the Halsted Triangle use transit heavily for their work trips. However, the overwhelming majority of work trips into the Halsted Triangle are by made by auto. Nearly 61 percent of people living in the area work in the Central Area. Of the trips made to the Central Area, 62 percent are by transit and nearly all of these (90 percent) are by rail (CTA El and Metra). In the wider view, for all residents living near the Halsted Triangle and in surrounding neighborhoods, 46 percent use transit for trips to work compared to 42 percent who drive alone and five percent who carpool.

In contrast to trips made from the surrounding neighborhoods, for those commuting to the study area, only 21 percent use transit, and more than 61 percent drive alone. The disparity in transit use is likely to owe largely to the relatively low cost (if any cost) and high availability of parking in the area as well as the large number of residential trip origins that are not convenient to transit. Approximately 28 percent of the work trips to the Halsted Triangle area originate in suburban areas where transit trips include only six percent of work trips.

Recent data was not available for non-work trips, including shopping trips; however, it is likely that the transit share for both residents of the area and workers would be similar. Parking for retail business is largely free, available, and the types of retail uses (big boxes where purchases are often large and heavy) are not conducive to transit usage.

The Halsted Triangle is relatively well served by bus and rail transit, a system of sidewalks, and a network of bikeways as shown in Figure 6.1, but it could benefit from strategic investments and supporting multimodal policies.

FIGURE 6.1: TRANSIT SERVICES IN THE STUDY AREA

Sidewalks and Bikeways

Sidewalks are provided on the majority of streets throughout the Halsted Triangle. Similarly, at signalized intersections there are pedestrian crosswalks and signal heads. Sidewalks are provided throughout the area; however, many are undersized (not wide enough) for their current level of use. Notably, sidewalks along North Avenue, Clybourn Avenue, Kingsbury Street, and Halsted Street (where recent development has not occurred) would benefit from widening, either through future development setbacks or narrowed travel lanes.

The City of Chicago continues to develop and add to its system of bikeways. Within the study area, striped bicycle lanes exist on Halsted Street. Clybourn Avenue and Division Street are designated (unstriped) bicycle routes. In addition, along the North Branch Canal a 30-foot easement to create a pedestrian and bicycle facility is planned. This facility will connect with existing sections of Riverwalk south of the Halsted Triangle. The following improvements to sidewalks and the bicycle network are proposed for sections of Halsted Street, North Avenue, and Clybourn Avenue in the study area.

- North Avenue — The existing eight-foot-wide sidewalks are proposed to be widened to 14 feet through the provision of an additional six feet of right-of-way (or easement/set-back) on both sides of the street. The increase sidewalk width would be dependent on redevelopment of adjacent parcels. The streetscape would be reconfigured as shown on page 51 and be consistent with city standards. No bicycle facilities are proposed for North Avenue.
- Halsted Street — The existing eight-foot-wide sidewalks are proposed to be widened to 11 feet through the provision of an additional three feet of right-of-way (or easement/set-back) on both sides of the street. The increase in sidewalk width would be dependent on redevelopment of adjacent parcels. The streetscape would be reconfigured as shown on page 53 and be consistent with city standards. On-street parking and striped bicycle lanes also would be maintained.
- Clybourn Avenue — The existing eight-foot-wide sidewalks are proposed to be widened to 12 feet through a reconfiguration of the existing right-of-way. The street would be symmetrically narrowed by eight feet to accommodate two 14-foot-wide shared (bicycle and vehicle) travel lanes, two seven-foot-wide parking lanes, and two 12-foot-wide sidewalks. The streetscape would be reconfigured as shown on page 55 and be consistent with city standards. Shared lane bicycle facilities would be provided on Clybourn Avenue in the study area.

Sidewalks along Halsted Street at the Red Line station are narrow and often crowded during peak transit usage periods

Major Citywide Bicycle Initiatives

Bicycle Sharing

The City of Chicago has a current initiative to develop a citywide bicycle rental program. Planned to be operated similar to successful programs in Washington, D.C., Amsterdam, Berlin, Brussels, London, and Paris, the program would deploy approximately 1,000 bicycles at strategically located rental stations across the city. Rental stations would be conveniently located at places such as transit stations and large employment centers, so as to encourage access to jobs and services. This non-traditional approach to encouraging bicycling has become very successful in Europe in replacing short-distance vehicle trips with bicycle trips, especially those trips that interface with public transit.

One obstacle to encouraging increased transit use and the reduction of auto use and resulting congestion is the distance between transit stations and the final destination—work for instance. The bicycle rental program is designed to reduce travel time for this segment of the commuter trips.

B-Cycle kiosk in Denver

The program is consistent with other city initiatives to make the bicycle a major mode of transportation and increase transit use, thereby reducing congestion and improving the quality of life and the environment. City multimodal initiatives in support of the bicycle rental program and other bicycle promotion efforts include the installation of more than 10,000 bike racks, establishing a network of 100 miles of on-street bicycle lanes, permitting bicycles to be carried on CTA trains, and equipping CTA's fleet of 2,000 buses with bicycle racks.

Chicago B-cycle launched in Chicago in July 2010 with 100 bicycles at six B-stations around the city, offering a green alternative to cars for short commutes and errands. The bikes will be available July through October 2010 and the following spring. Locations include McCormick Place, Museum Campus, Buckingham Fountain, the Chicago Park District Administrative Offices, Daley Plaza, and the John Hancock Center. To check out bikes, residents and tourists can register on the B-cycle web site or at the B-stations conveniently located along the lakefront and Loop. The program will be managed by Bike and Roll Chicago.

B-cycle is a partnership between Humana Inc., Trek Bicycle Corporation, and Crispin Porter + Bogusky. The founding partners share a belief that bicycles should be a vehicle for positive health and environmental change and an important part of a community's transportation ecosystem. Chicago B-cycle is owned and operated by Bike and Roll Chicago. Bike and Roll Chicago was founded in 1993 and operates ten lakefront bicycle rental and tour locations in the city. The company is managing partner of Bike and Roll, a national network of bike rental and tour companies with additional locations in Miami Beach, New York City, San Francisco, and Washington DC.

Nextbike in Germany

CTA Bus Service

The following bus routes currently serve the area:

- Halsted (Route 8): This route operates seven days a week on Halsted Street between Broadway, just north of Addison Street and 79th Street. It connects with the CTA Red, Blue, Orange, and Green lines.
- North Avenue (Route 72): This route operates seven days a week on North Avenue between Harlem Avenue and the North Avenue Beach House. It connects with the CTA Brown, Purple, Red, and Blue lines.
- Division (Route 70): This route operates seven days a week on Division Street between Austin Avenue and Dearborn Street and connects with the CTA Blue Line.
- Goose Island Express (Route 132): Recently introduced and operating during peak hours, Route 132 connects employers on Goose Island and in the Halsted Triangle area with Metra stations and several CTA rail lines and stations west and south of Goose Island and in the Central Area.

In addition to these routes, the **Magnificent Mile Express** (Route 33) operates during the peak morning hours between the Metra Clybourn Station and the Central Area. This route makes no scheduled stops in the Halsted Triangle area.

To enhance the transit service for riders, CTA has initiated its bus tracker system. Through the internet or via text message, real-time information is provided on bus service, including anticipated arrival times at bus stops.

TABLE 6.1: AVERAGE MONTHLY BOARDINGS FOR CTA EL STATIONS IN THE STUDY AREA

Line	Station	Weekday	Saturday	Sunday
Red	North/Clybourn	4,006	2,787	1,857
Brown/Purple	Armitage	3,557	1,564	908
Brown/Purple	Sedgwick	2,855	1,725	1,197

Source: RTAMS, February 2008

Rail Transit Service

CTA Red Line

The CTA Red Line, which offers fast service southbound to the Central Area and northbound to communities on the North Side, has a station at the intersection of North Avenue and Clybourn Avenue. The station is within a convenient walk to homes and jobs close to North Avenue, but is at least one-half mile from origins and destinations near Division Street.

Ridership at the North/Clybourn station has increased steadily on weekdays and weekends during the past three years. This existing North/Clybourn station is not ADA-compliant, but is undergoing renovation in conjunction with the adjacent construction of an Apple Store. In the past, pedestrian tunnels connected the station to the north side of North Avenue and the west side of Clybourn Avenue; however, due to past safety concerns, these tunnels were abandoned.

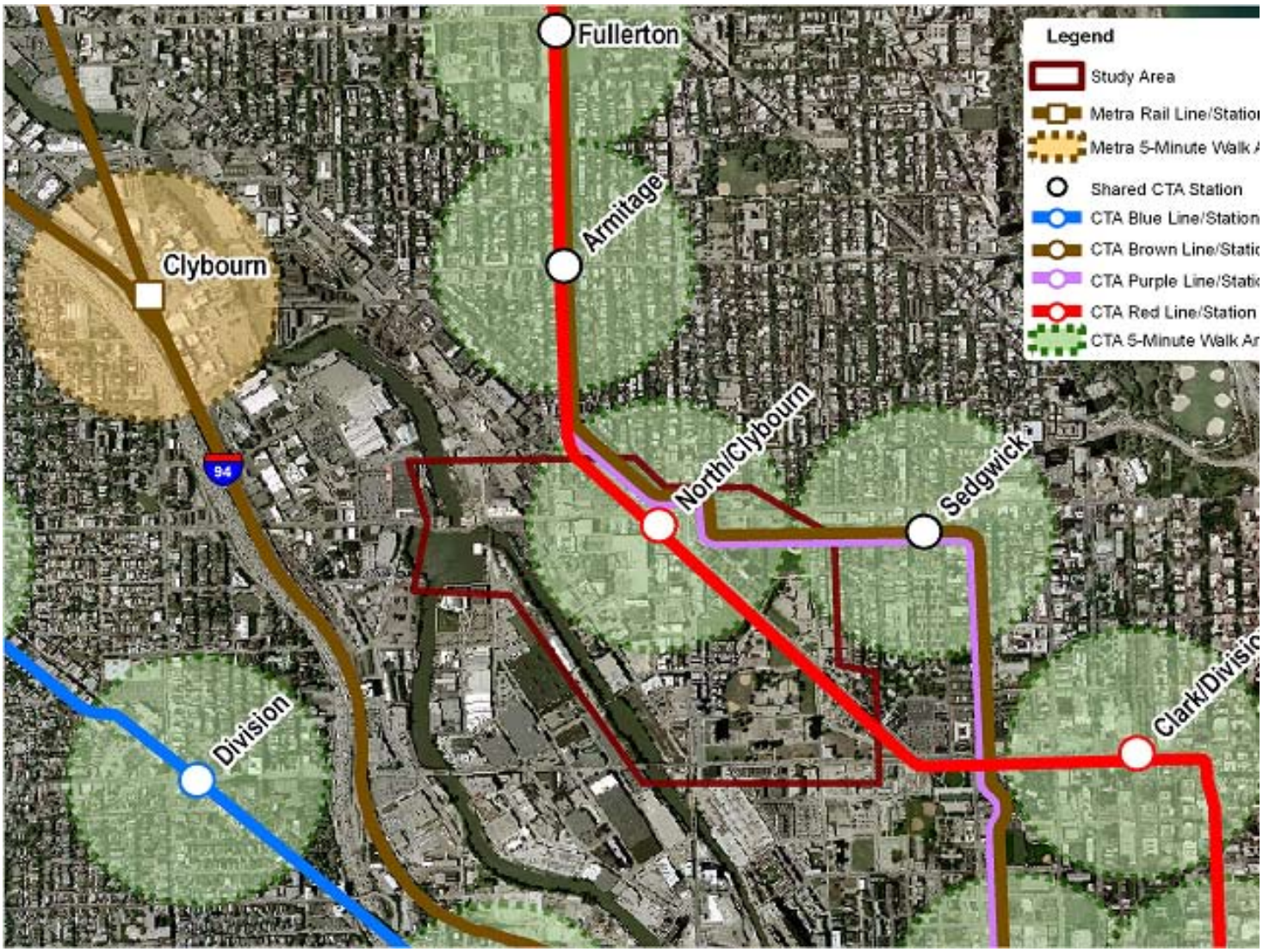
CTA Brown Line

Nearby, but not within the study area, the elevated Brown Line and Purple Line have station stops at Armitage and Sedgwick, both about a 10- to 15-minute walk from the Halsted Triangle. The Armitage station is approximately one-half mile from the area, whereas the Sedgwick station is approximately three-quarters of a mile from the area. Ridership for the three CTA El stations (Red, Brown, and Purple Lines) is shown in Table 6.1.

Metra

Also nearby, but not in the study area, Metra (Union Pacific North and Northwest Lines) stops near the Clybourn station—about a mile northwest of the area. Statistics maintained by Metra indicate approximately 1,600 average weekday boardings at the Clybourn station.

EXISTING RAIL TRANSIT IN THE VICINITY OF THE STUDY AREA



Parking within the right of way of the unused and unpaved Kingsbury Street south of Scott Street

Future Transit Services

Clybourn Corridor Bus Service

CTA has proposed to begin service on a new bus route that will operate along portions of Clybourn Avenue between Logan Square and Chicago Avenue. Tentatively, the service will run along Diversey Avenue to Clybourn Avenue, turn east onto Division Street, south onto Orleans Street, and then east onto Chicago Avenue to Chicago and State at the Red Line. Service will be operated seven days per week with service from the a.m. peaks through evening hours.

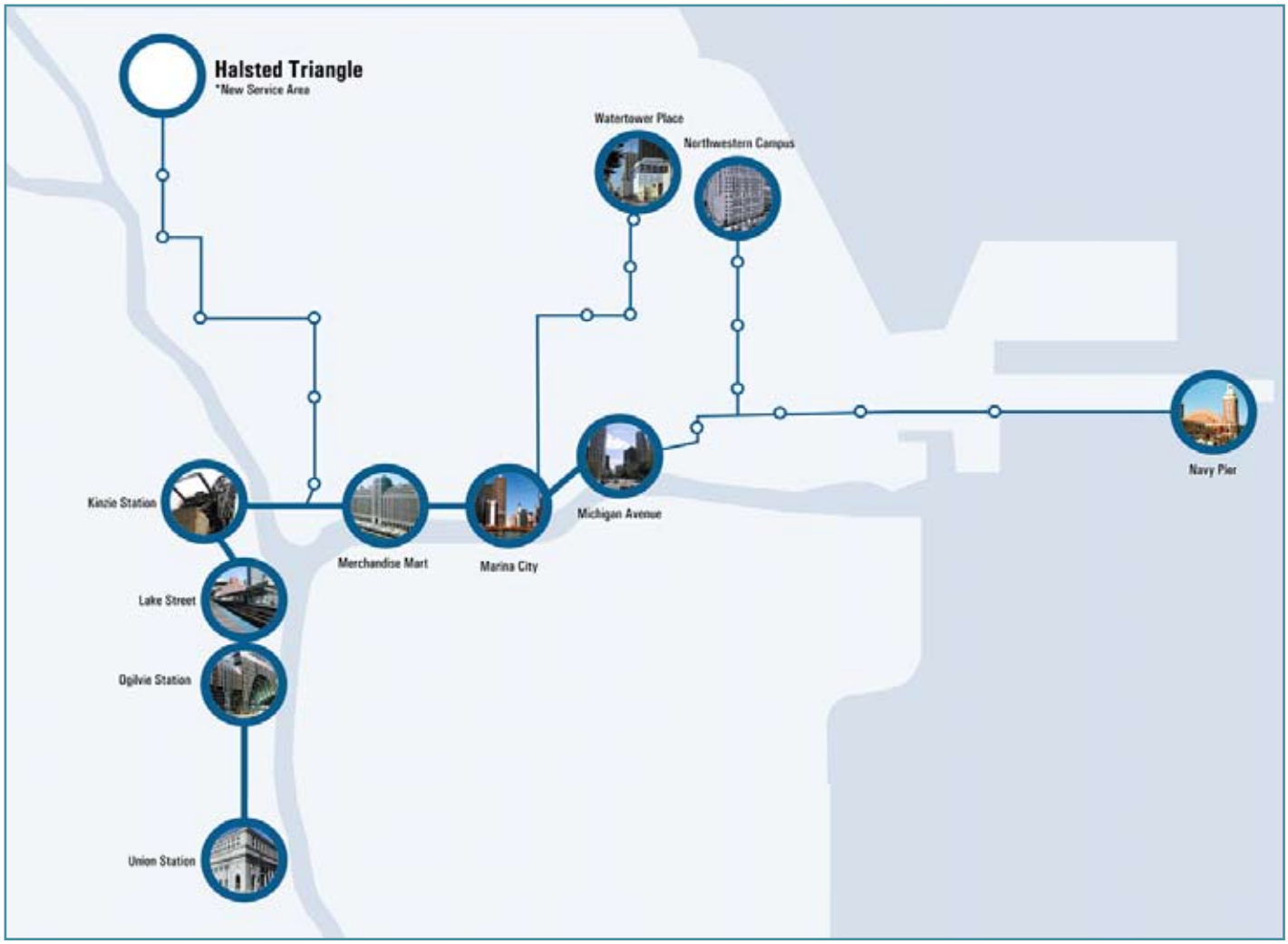
Proposed Carroll Avenue Transitway (River Line)

The Chicago Department of Transportation (CDOT) has been developing plans for the River Line (also known as the Carroll Avenue Transitway), a line that would use the former rail right-of-way on Carroll Avenue between Union Station and Ogilvie Transportation Center just west of the Loop to locations in River North and Streeterville. One branch of this proposed line would proceed north to the Halsted Triangle. If implemented, the line would provide convenient connections from the Halsted Triangle to locations in the River North area, Streeterville area, the Loop, and Metra stations west of the Chicago River. An alternatives analysis is needed to identify alignments and possible transportation modes such as bus rapid transit and streetcars.

An example of a streetcar (Portland, Oregon), one possible technology for the transitway.

Example of a BRT Vehicle (system shown is Las Vegas)

RIVER LINE - CARROLL AVENUE TRANSITWAY



Schematic representation of the River Line (provided by CDOT)

Recommendations

As the Halsted Triangle and surrounding areas continue to redevelop, it will be increasingly important to provide high-quality transportation facilities and services. The following are recommended to support increased transit, bicycle, and walking activities in the Halsted Triangle.

General

- Make transit the priority mode for longer trips to the Halsted Triangle/Clybourn Corridor area
- Require developments to prepare and operate a transportation demand management program (more detail included in Chapter 7)
- Promote the highest densities of new development close to the North/Clybourn CTA station
- Ensure that new development projects maintain the block and street patterns of the neighborhood, thereby supporting easy access to transit stations and bus stops

Pedestrian and Bicycle (additional recommendations in Chapters 5 and 8)

- Improve pedestrian access to the North/Clybourn Station and area bus stops by implementing streetscape enhancements on North Avenue, Clybourn Avenue, Halsted Street, and throughout the Halsted Triangle.
- Provide a sufficient clear zone and the potential to introduce shelters at bus stops when rehabilitating and constructing new sidewalks, landscaping, and street furniture.
- Re-stripe crosswalks at all signalized intersections on pathways to the North/Clybourn Station and area bus stops with high-visibility ladder pavement markings.
- Install countdown-style pedestrian heads at intersections adjacent to transit stops.
- Support the city initiative to operate a bicycle rental program by locating bicycle rental kiosks in the study area. Consideration should be given to the location of two bicycle rental kiosks. One kiosk should be located adjacent to the North/Clybourn Station and the other kiosk should be located to support redevelopment along Division Street, between Halsted Street and Clybourn Avenue.
- Plan and construct pedestrian and bicycle connections (bridges) at strategic locations between Goose Island and the Halsted Triangle to improve transit and local business access for workers on Goose Island.
- Construct a pedestrian and bicycle trail (Riverwalk) along the North Branch Canal consistent with city standards (30-foot-wide corridor) and provide deliberate connections between the sidewalk network in the Halsted Triangle and the trail (more detail included in Chapter 8).

Transit

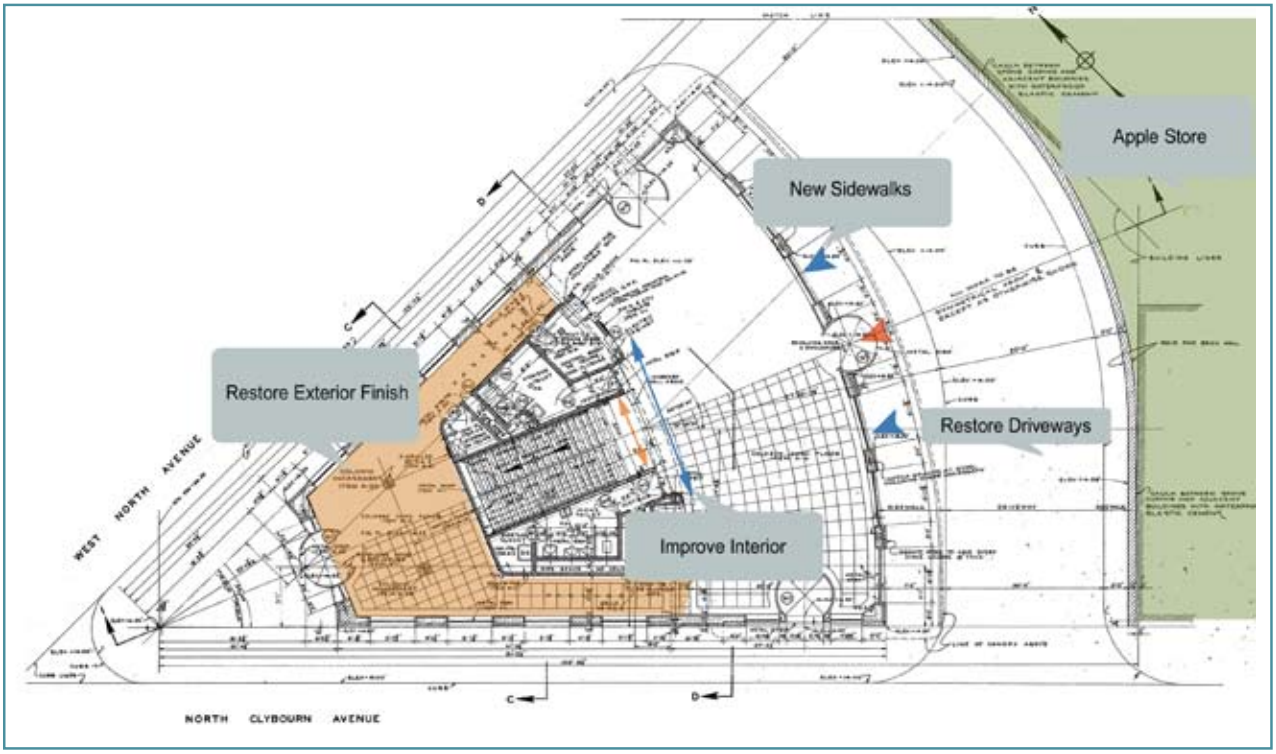
- Evaluate the costs and benefits of a spur to the River Line (Carroll Avenue Transitway) between the Halsted Triangle and the Central Area.
- Construct an infill station on the Brown Line at Division and Orleans. This station would serve trips with origins and destinations in the southern portion of the Halsted Triangle as well as the new developments east of Halsted Street.
- Improve Red Line station connectivity to the neighborhood by constructing (or renovating abandoned) pedestrian tunnels between the station mezzanine and the north sidewalk of North Avenue and the west sidewalk of Clybourn Avenue.

Apple Renovations at Red Line Station

Apple is constructing a computer store southeast of the Red Line station on North Avenue. As a part of the store construction, Apple has contributed almost $3.9 million to the reconstruction and renovation of the station. Improvements include:

- Stationhouse exterior: Remove exterior finishes and replace with new exterior brick and cast stone facing; provide all new windows, doors and frames; install wall mounted light fixtures, install illuminated station signage; and reconstruct sidewalk, curb, and gutter.
- Stationhouse interior: Remove interior finishes and replace with terrazzo floor, granite pavers, suspended ceiling and recessed lighting, and relocate new fare equipment and customer assistant kiosk.
- Subway platform level: Major cleaning and repainting, install new lighting and benches and new illuminated advertising signage.

Entrance to the current CTA Red Line Station on North Avenue



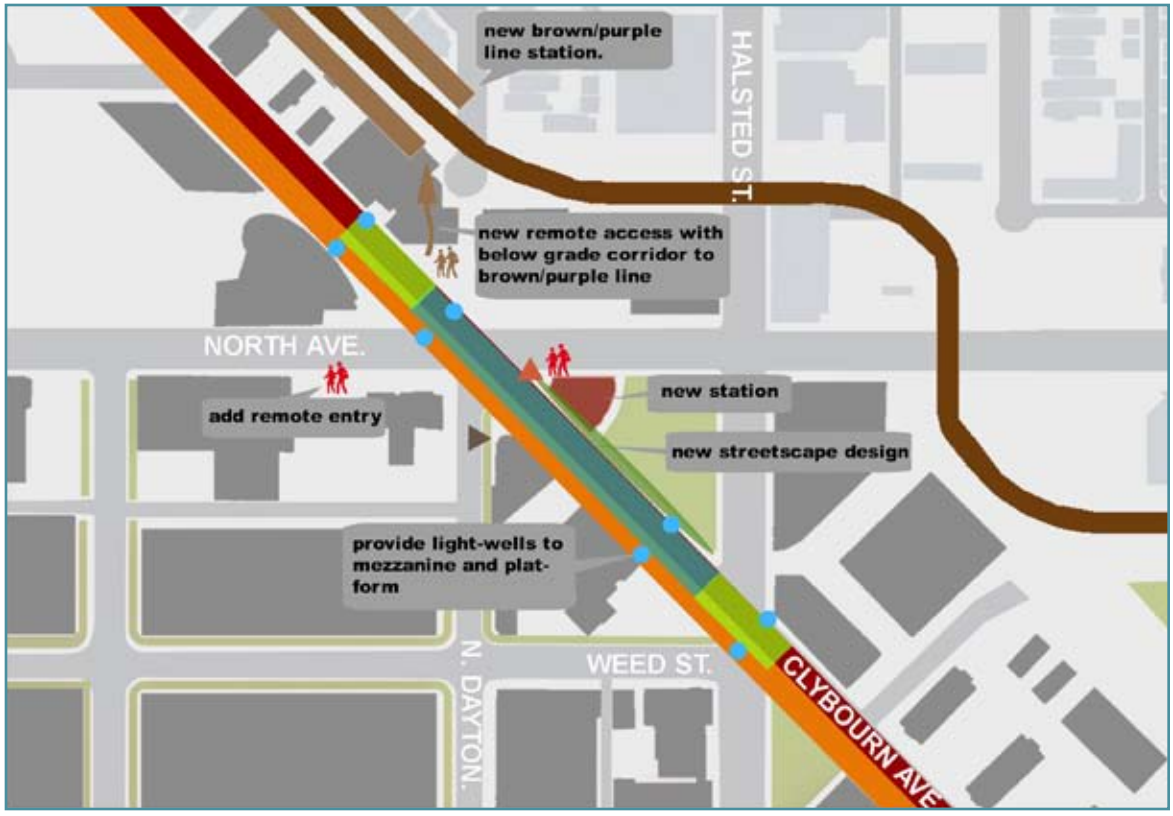
In addition to the Apple improvements underway, two longer term options for transit improvements are presented:

Option 1: Construct a new standalone station
Option 2: Construct a new station as part of new development

Option 1: Construct a New standalone Station

- Use current station location and construct a new intermodal facility
- Provide natural light into the mezzanine and lower platforms
- Increase the number of passenger entry points
- Expand the mezzanine below grade and include below grade access to the Brown Line
- Provide flexibility for 8- and 10-car trains

Example transit stations

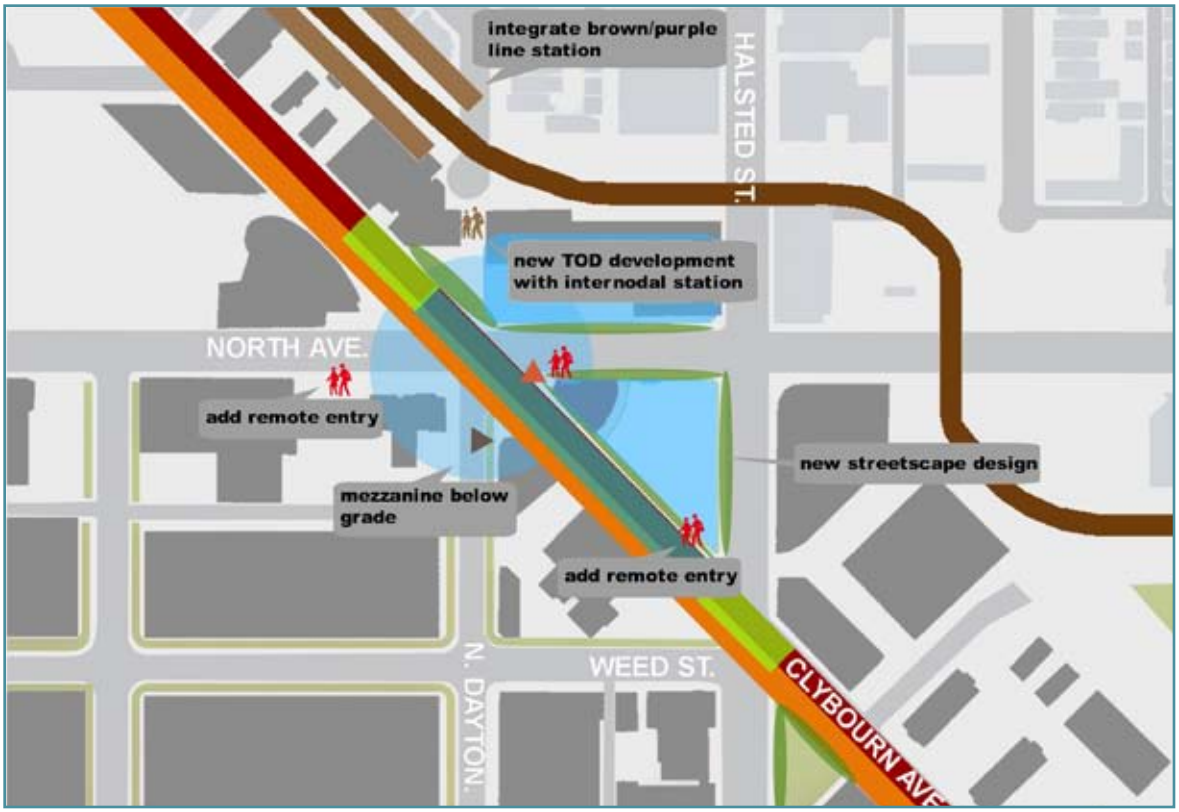


Diagrammatic station plan

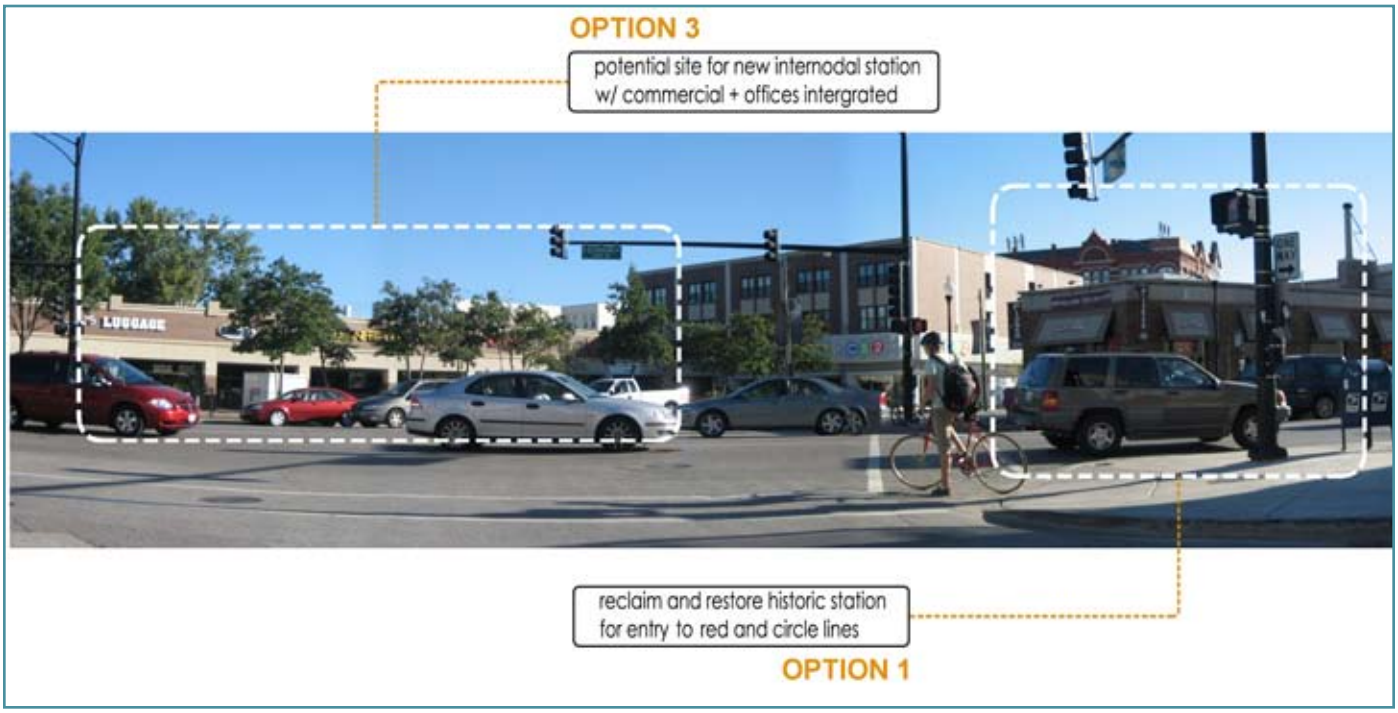
Option 2: Construct a New Station with development

- Provide a new location for transit-oriented development that would link transit lines
- Create an intermodal center
- Potentially maintain existing station as a secondary access
- Offers development opportunities

Example transit stations



Diagrammatic station plan


OPTION 3
potential site for new internodal station w/ commercial + offices intergrated
reclaim and restore historic station for entry to red and circle lines
OPTION 1

Chapter 7

Parking and Transportation Demand Management

Parking and Transportation Demand Management

If not managed effectively, the increase in transportation demand resulting from local and regional growth will exceed the existing and currently planned capacity of streets and intersections and also will require that the parking supply be significantly increased—at great expense. With the potential for more than four million total square feet of development in and adjacent to the study area, a significant supply of parking will need to be provided. Using general rule-of-thumb ratios for office, retail, and residential uses (for areas outside of the Halsted Triangle), more than 8,000 parking spaces could be needed to support the full redevelopment of the Halsted Triangle. If all parking needed for the area were to be accommodated in structures, at a cost of approximately $25,000 per space, it would cost approximately $200 million to construct the necessary spaces off-street. Policies for transportation demand management (TDM) can provide significant benefits to support the redevelopment of the Halsted Triangle. By helping to support lower parking requirements, promote travel by other modes, contribute to more economical development projects, and support sustainability.

Existing Conditions

The on-street parking on Clybourn Avenue reflects the varied land uses in the corridor. Parking at the southern end of the corridor from Larabee Street to Division Street is largely unregulated and infrequently used; however, from Larabee Street north to Fullerton Avenue the parking is much more heavily used.

In December 2008, the City Council adopted the Concession and Lease Agreement which provides for leasing all the parking meters in the City in exchange for a schedule of lump sum payments. A part of the agreement is a plan to replace all the antiquated single pay meters with new Ppay boxes, typically located one per block. Phase one of the installations started April 2009 and was completed November 2009. During this first phase of installation more than 4,200 pay boxes were placed on the streets of Chicago replacing more than 33,000 antiquated single space meters. This left less than 3,000 single space meters across Chicago. Phase two of installations started February 26, 2010 and will continue through 2011. This phase will remove all remaining single space meters and assure that the entire Chicago metered parking system will have at least one other form of payment in addition to quarters. During this phase of installation new pay boxes and paid parking areas will be added throughout the City as approved and directed by the Chicago City Council. The current meter rate in 2010 in the study area is $1.25 per hour. The rate is scheduled to increase to $1.50 in 2011 and $2.00 in 2012. After 2012 rates can increase with the cost of living index. Figure 7.1 shows the existing parking conditions in the Clybourn corridor and the locations of turnover surveys as recorded in March, 2007.

FIGURE 7.1: EXISTING PARKING CONDITIONS AND TURNOVER STUDY LOCATIONS

Note: This map illustrates conditions prior to 2009. Pay box meters have been added to Halsted from Division Street to North Avenue.

Parking Turnover

To better understand the turnover characteristics of parking in the Clybourn corridor, hourly parking turnover counts were conducted on Wednesday, March 7, 2007, between 9:00 a.m. and 7:00 p.m. on Clybourn Avenue at selected locations between Larabee Street and Halsted Street, Dayton Street and Sheffield Avenue, Wisconsin Avenue and Racine Avenue, and on Wisconsin Avenue between Clybourn Avenue and Kingsbury Street. License plates were recorded every hour on each vehicle in the designated area. The license plate data was tabulated to reflect the vehicle's duration of stay. It was assumed that on average if a vehicle arrived during an hour, it was present on average for one-half the hour. For example, if a license plate was recorded once, the vehicle was parked on average for one-half hour. The data was tabulated by area, and an average duration was calculated. The data is summarized in Table 7.1. Figure 7.1 shows existing parking conditions and turnover study locations.

Overall, the average duration for all spaces was about 90 minutes and the average duration for meters was just under one hour. The percentage of less than one hour durations, which averaged 66 percent, ranged from 27 percent on Wisconsin Avenue, an area heavily used by employees, to 73 percent on Clybourn Avenue between Dayton Street and Sheffield Avenue. Overall, more than 80 percent of parkers were present for less than two hours. This suggests that parking spaces are turning over frequently; however, about 12 percent are long-term parkers (probably employees) in areas without meters. The installation of meters could increase turnover and make more spaces available for patrons and visitors; however, this scenario needs to be carefully considered with regard to its impact on employee parking.

Notes: On Clybourn Avenue between Larabee Street and Halsted Street, no parking was permitted on the east side of the street between 4:00 and 6:00 p.m. This forced a switch to the west side of the street for the 4:00 to 7:00 p.m. portion of the count for this section of Clybourn. Also, on Wisconsin between Clybourn Avenue and Kingsbury Street, the south side of the street was included in the analysis starting at 5:00 p.m. due to a low number of vehicles on the north side of the street. These two sections were analyzed separately. Clybourn Avenue between Wisconsin Avenue and Racine Avenue is the only location with meters. All other areas had unrestricted parking.

TABLE 7.1: AVERAGE DURATION BY SURVEY LOCATION ON CLYBOURN AVENUE

Clybourn Avenue - East Side of Street Between: Larrabee / Halsted	Counts from 9:00 AM - 3:00 PM No Meters - No Parking between 4pm - 6pm					
TIME (DURATION) of VEHICLES	0 - 1hr	1 - 2hrs	2 - 3hrs	3 - 4hrs	4 - 5hrs	5 - 6hrs
# of VEHICLES	33	10	10	7	1	5
% of Vehicles	50%	15%	15%	11%	2%	8%

Clybourn Avenue - West Side of Street Between: Larrabee / Halsted	Counts from 4:00 PM - 7:00 PM No Meters					
TIME (DURATION) of VEHICLES	0 - 1hr	1 - 2hrs	2 - 3hrs	3 - 4hrs	4 - 5hrs	5 - 6hrs
# of VEHICLES	18	7	5	4	0	0
% of Vehicles for Each Duration	53%	21%	15%	12%	0%	0%

Clybourn Avenue Between: Dayton / Sheffield	Counts from 9:00 AM - 7:00 PM No Meters					
TIME (DURATION) of VEHICLES	0 - 1hr	1 - 2hrs	2 - 3hrs	3 - 4hrs	4 - 5hrs	5 - 6hrs
# of VEHICLES	106	23	11	3	1	1
% of Vehicles for Each Duration	73%	16%	8%	2%	1%	1%

Clybourn Avenue Between: Wisconsin / Racine	Counts from 9:00 AM - 7:00 PM 2 Hour Meters					
TIME (DURATION) of VEHICLES	0 - 1hr	1 - 2hrs	2 - 3hrs	3 - 4hrs	4 - 5hrs	5 - 6hrs
# of VEHICLES	65	10	7	4	4	0
% of Vehicles for Each Duration	72%	11%	8%	4%	4%	0%

Wisconsin Avenue - North Side of Street Clybourn / Kingsbury	Counts from 9:00 AM - 7:00 PM No Meters					
TIME (DURATION) of VEHICLES	0 - 1hr	1 - 2hrs	2 - 3hrs	3 - 4hrs	4 - 5hrs	5 - 6hrs
# of VEHICLES	4	3	1	1	4	2
% of Vehicles for Each Duration	27%	20%	7%	7%	27%	13%

Wisconsin Avenue - South Side of Street Clybourn / Kingsbury	Counts from 5:00 PM - 7:00 PM No Meters					
TIME (DURATION) of VEHICLES	0 - 1hr	1 - 2hrs	2 - 3hrs	3 - 4hrs	4 - 5hrs	5 - 6hrs
# of VEHICLES	5	4	4	0	0	0
% of Vehicles for Each Duration	38%	31%	31%	0%	0%	0%

Total for All Locations						
TIME (DURATION) of VEHICLES	0 - 1hr	1 - 2hrs	2 - 3hrs	3 - 4hrs	4 - 5hrs	5 - 6hrs
TOTAL # of VEHICLES	208	46	29	15	10	8
% of Total Vehicles for Each Duration	66%	15%	9%	5%	3%	3%

Clybourn Avenue Between: Wisconsin / Racine			
TIME (DURATION) of VEHICLES	6 - 7hrs	7 - 8hrs	8 - 9hrs
# of VEHICLES	2	1	1
% of Vehicles for Each Duration	2%	1%	1%

Wisconsin Avenue - North Side of Street Clybourn / Kingsbury				
TIME (DURATION) of VEHICLES	6 - 7hrs	7 - 8hrs	8 - 9hrs	9 - 10hrs
# of VEHICLES	0	0	0	0
% of Vehicles for Each Duration	0%	0%	0%	0%

Wisconsin Avenue - South Side of Street Clybourn / Kingsbury				
TIME (DURATION) of VEHICLES	6 - 7hrs	7 - 8hrs	8 - 9hrs	9 - 10hrs
# of VEHICLES	0	0	0	0
% of Vehicles for Each Duration	0%	0%	0%	0%

Total for All Locations				
TIME (DURATION) of VEHICLES	6 - 7hrs	7 - 8hrs	8 - 9hrs	9 - 10hrs
TOTAL # of VEHICLES	2	1	1	0
% of Total Vehicles for Each Duration	1%	0%	0%	0%

Average Time Duration of All Spaces: 1.45 hrs
Average Time Duration - Meters: 0.93 hrs
Average Time Duration - No Meters: 1.45 hrs

Halsted Triangle Parking Study

A more in depth analysis of parking in the Halsted Triangle area was conducted and summarized in a report dated February 23, 2009. The study area was expanded (see map) to go north of Webster to capture additional employment generated parking. The area was divided into four districts and subdivided into thirty nine zones in which parking accumulation data was collected.

Data Collected

The number of parking spaces occupied in each of these zones was recorded during weekdays and weekends at 9 AM, 11 AM and 2 PM. The parking occupancy data are presented in tabular form showing an inventory of the number of spaces provided, the number of spaces occupied at various times during the day, and the percentage occupancy.

Observations on the Data

In reviewing the data related to parking occupancy, there are some trends and observations that can be noticed.

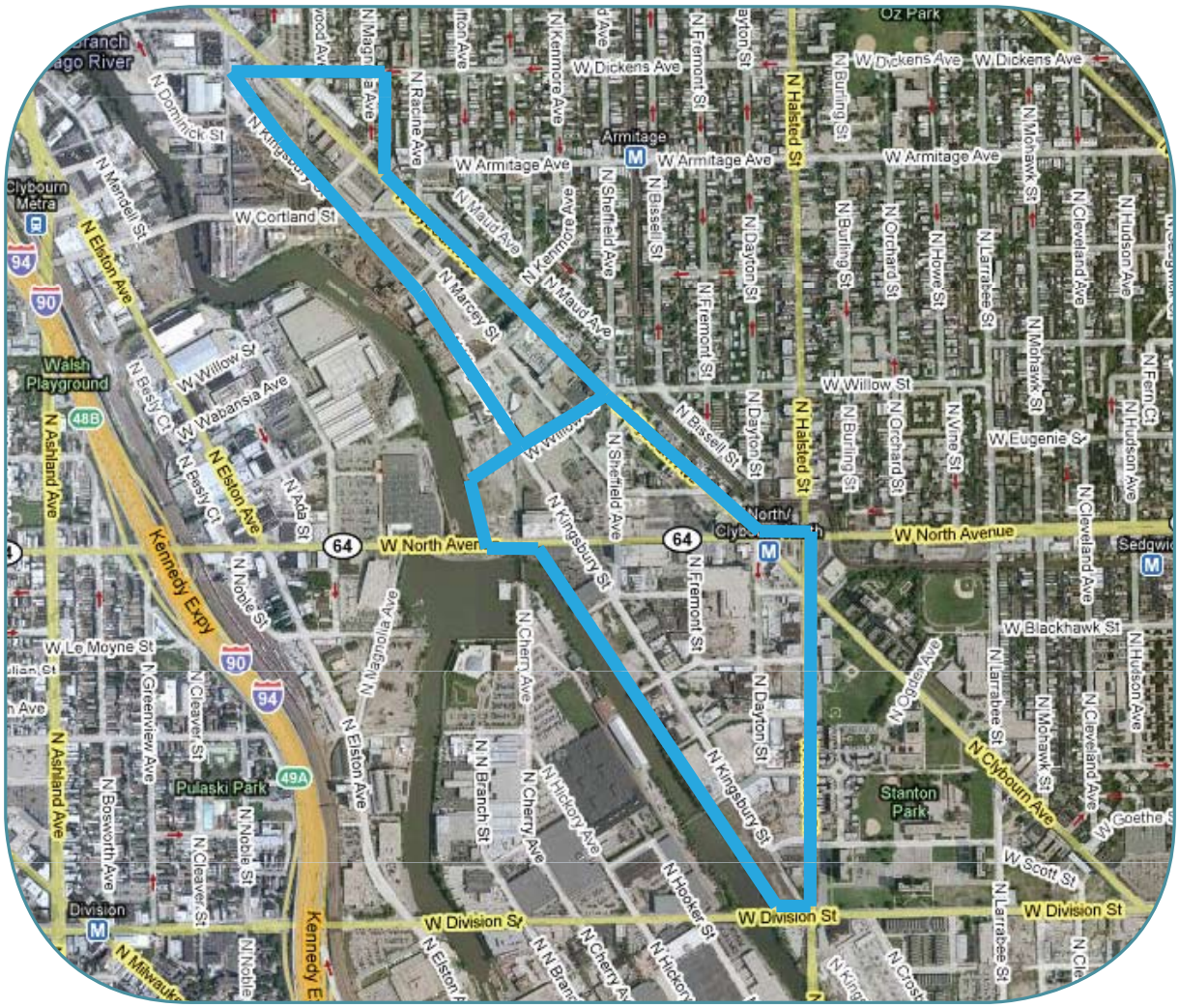
Parking on-street along the curb is very high during the weekday, especially in the zones west of Halsted Street and along Kingsbury Street and the side streets connecting to Kingsbury Street. Weekend curb parking is not quite so high in these areas.

- Between North Avenue and Wisconsin Street, the private lots associated with specific uses (Crate and Barrel, Whole Foods, Best Buy, CVS, Bed, Bath and Beyond, and North Sheffield Commons) are highly occupied (75 to 95 percent), especially during the weekend.
- Only a few of the remaining dedicated surface parking lots exhibit high occupancies. Most are generally only 50 to 60 percent occupied during the week and often lower during the weekends, depending on the specific uses the lots serve.
- Virtually all the on-street curb parking is occupied along Clybourn Avenue, Sheffield Avenue, and the side streets connecting to these streets throughout the study area, especially during the weekdays, but also during weekends.
- Only a couple of the parking garages in the area are highly used.

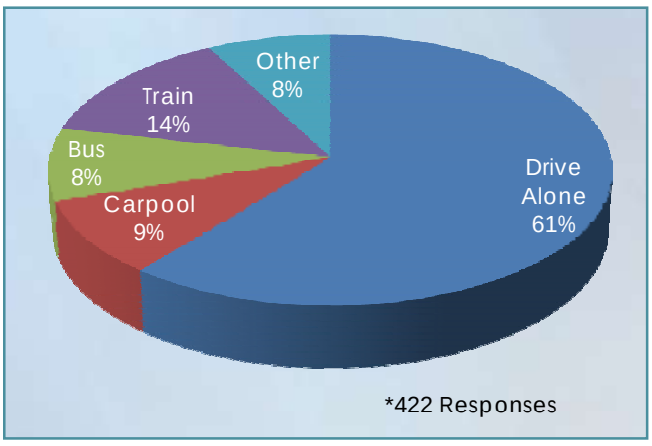
Survey of Employees

Also a part of the parking study was a survey of employees in the area. A web-based survey was created and a broad spectrum of information was obtained. An example of the survey data observed is shown.

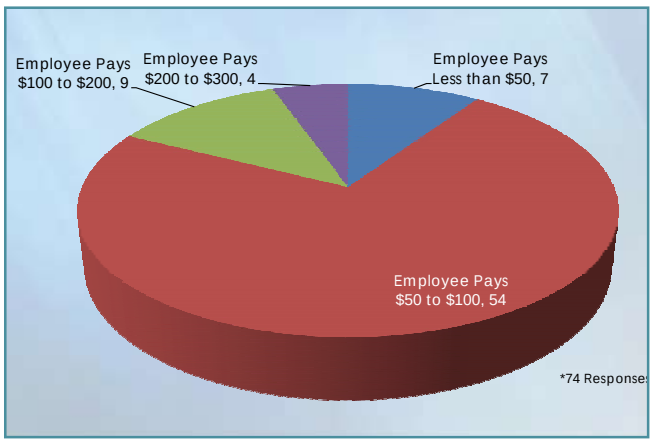
EXPANDED STUDY AREA MAP



RESULTS OF SURVEY OF EMPLOYEES



Primary mode of travel



How much people will have to pay per month to park

General Future Parking Considerations

Customer Parking

Customer parking needs to be close and convenient to destinations, generally within 200 to 300 feet, unless the Halsted Triangle becomes a destination with elements that encourage people to walk longer distances. Generally, retail parking spaces need to turn over frequently and be regulated so that they are not used by employees. Parking fees should be charged for on-street parking and need to be high enough to discourage all-day use. Depending on location, off-street parking fees may or may not be appropriate. The following is general parking hierarchy for customer parking by order of preference by customers:

1. Free (on- or off-street)
2. On-street curb parking with a fee
3. Off-street parking lot with a fee
4. Parking structure—above ground (with fee)
5. Parking structure—below ground (with fee)

Employee Parking

Planning considerations for employee parking include the following:

- Parking should be located within 800 feet of the work location
- Parking fees are acceptable (and should be higher than the equivalent transit trip, in some areas), but reasonable so as not to discourage employment

Transportation demand management (TDM) also may have an impact on employee parking. If used, TDM strategies should include programs such as:

- Employer-sponsored transit passes
- Employer-oriented shuttle service to and from major transit services
- Bicycle access and parking
- Pedestrian-friendly environment to encourage walking from nearby neighborhoods
- Additional transit service

Parking Facilities

In general, as parking facilities are developed, location and access are important considerations. Entries and exits should be located on secondary (lesser) streets. Internally and externally, with and without revenue control, adequate space should be allocated for vehicle queuing. To reduce the impact on individual streets and to improve ingress and egress, significant parking facilities should have multiple points of access to different streets. To reduce the number of vehicles circling the neighborhood looking for parking, parking wayfinding should be installed to identify location, availability, and the type of parking—long- or short-term. Additionally, shared parking should be encouraged consistent with standards identified in the city zoning code.

Managing and Accommodating Future Travel Demand

If not managed effectively, the increase in transportation demand resulting from a variety of sources will exceed the existing and planned capacity of streets and intersections in the study area. While it is important to plan for, require, construct, and operate a comprehensive parking system, it is equally important to consider the value of implementing policies and programs to reduce parking demand and provide incentives for travel by modes other than single-occupant vehicles.

Private lots along Clybourn Avenue are typically full

TDM includes promoting of mass transit, walking, bicycling, carpooling, carsharing, and telecommuting to reduce demand for vehicular travel, mitigate congestion and air pollution, and improve travel choice and accessibility. Travel in the modern world is more than simply moving from one point to another. Ultimately, the successful implementation of TDM can add to quality of life, improve the business climate, and contribute to an area's economic prosperity as congestion increases.

Good and frequent transit service already exists in the study area and there is a substantial population within easy walking distance; however, the nature of the development that has occurred recently is fostering a primarily auto-oriented travel pattern. It is recognized that some parking will be needed to support existing and future development; however, in supporting the area's redevelopment the focus should be on parking as a part of a complete solution, rather than a solution itself. The complete, recommended solution is to support the development of an appropriate parking system while also encouraging the implementation of measures and programs to reduce parking (and vehicle travel) demand to encourage a better balance in the way people travel.

Recommendations

Addressing short- and long-term parking issues in the Halsted Triangle will require a combination of additional parking supply and new measures to manage parking demand and maximize the efficiency of the parking system. As larger redevelopment projects are proposed, the parking facilities planned as a part of those facilities should consider the larger redevelopment context of the area and size facilities accordingly. Specific parking and parking-related recommendations are as follows:

General Recommendations

Require shared parking and implement policies to support a "park once" strategy

It may not be possible to convince existing property owners to enter into shared parking agreements post development; however, as redevelopment occurs, shared parking requirements should be considered (consistent with current city zoning) as a condition of approval of the development.

Install comprehensive parking wayfinding signage

Install informational and directional signage for the area parking system. Signage should indicate the accessibility of the parking (public or private), generally describe its intended purpose (short or long-term), and clearly indicate its location. Wayfinding signage also may reference specific major destinations for the parking. Signage should have a clear and discernable message and should be located on key ingress routes and at key decision points throughout the area.

Optimize parking system use

The construction of parking can be prohibitively expensive for small developments and even larger initiatives—from $20,000 to $40,000 per structured parking space. It makes financial sense to optimize the use of the existing parking system before building new spaces. Optimizing the system means that actual usage rates are tracked to make sure that the system is 85 percent or more occupied at peak periods. In optimized systems, it is often valuable (especially to users) to provide a parking guidance system that indicates locations and numbers of available spaces in real-time. The use of these systems and others can serve to greatly extend the perceived availability and actual usage of parking.

Provide adequate parking for all modes and users

Bicycle parking

Minimum bicycle parking requirements should be equal to at least one bicycle space for every 10 vehicle spaces.

Rideshare parking

Require preferential parking spaces to be reserved for registered rideshare vehicles.

Car sharing parking

Require a minimum of one car sharing space per 20 dedicated on-site spaces.

On-Street Parking

Maximize the use of curb parking

Retail areas

- Set rates and time limits for curb parking that encourage short-term parking (to encourage turnover and space availability) for customers and visitors. On-street customer parking for two hours or less is necessary to support businesses.
- Manage curb parking to discourage employees from using curb spaces.
- Use time-of-day restrictions to allow curb spaces to be used after retail business hours for longer duration uses.

Office and industrial areas (non-retail areas)

- Where off-street fee parking exists, set on-street rates (slightly higher than off-street lots), time-of-day restrictions, and time limits comparable to the nearby off-street fee parking.
- Where off-street fee parking does not exist and other uses do not rely on on-street parking, provide free unrestricted (open) parking.

Residential areas (non-retail areas)

- Where off-street fee parking exists, set on-street rates (slightly higher than off-street lots), time-of-day restrictions, and time limits comparable to the nearby off-street fee parking.
- Where off-street fee parking does not exist and other uses will not infiltrate the neighborhood to park, provide free unrestricted curb parking.
- Where off-street fee parking does not exist and other uses will infiltrate the neighborhood to park, consider implementing a residential permit program.

Encourage turnover of curb parking

- Incorporate an escalating scale of parking rates so that the rate increases over time. For example, the rate could be $2.00 for the first hour; $3.50 for the second hour; $5.00 for the third hour.

Off-Street Parking

Strategically locate and provide off-street parking

Surface lots

Surface lots should be designed to be unobtrusive and should be located with their long axes perpendicular to significant streets where possible to limit their visual exposure. Surface lots should be located in the interiors of blocks. They should be landscaped and screened consistent with city standards.

Parking garages

Parking garages should be strategically located throughout the Halsted Triangle. Not every new development will have the need or the financial ability to construct structured parking. This being the case, as new parking structures are proposed, opportunities to expand these facilities to absorb additional (other site) parking demand should be considered. Often contributions from a transportation management association, from tax increment financing monies, or from other sources can be combined to “buy” more spaces in a planned parking structure, thereby reducing the number of new structures that need to be constructed.

Where possible, parking garage driveways should be located on side streets and each garage should have multiple vehicular and pedestrian entrances. Generally, parking garages should be located in the interior of blocks and street or public-space fronting faces should be lined with retail, residential, industrial, or commercial uses.

Other Parking Recommendations and Considerations to Mitigate Demand

Consider establishing parking maximums in the study area

Parking maximums limit the number of parking spaces that can be placed on-site at new developments. In areas well-

served by bikeways, sidewalks, and transit service similar to the Halsted Triangle, setting maximum parking requirements tells travelers that other, viable options for travel are available. In general, maximum parking requirements are set low enough so that if parking is free, there will be a shortage. Where parking fees are charged, the price at least covers part of the cost of parking, so that the true cost of parking is revealed. Alternately, employers and other parking providers can provide strong subsidies for alternative transportation (such as free transit passes or a parking cash-out program), to avoid a shortage of parking while remaining popular with those who choose to drive.

Consider offering alternatives to requiring parking.

Some additional parking is already available (or soon will be) in close proximity redevelopment areas in the Halsted Triangle. Where this parking is available, it may be beneficial to offer developers the option to build parking (to meet requirements) or to pay a fee in-lieu of providing parking. In-lieu fees can be directed to parking or to projects that create balance in the transportation system—those that improve conditions for all modes. In-lieu fees should be set low enough to make them viable, but not so low as to make them nominal and ineffective in supporting projects.

Consider requiring the unbundling of parking costs from development

The full cost of providing parking can be unbundled from the cost of housing units, commercial space, and from other goods and services with some exceptions. The cost for parking can become a line item in leases and should be at least the cost of a monthly transit pass. The unbundling of parking costs helps employers determine the value of parking subsidies and the benefit that can be provided to employees who choose not to drive. When parking is bundled, parking costs for all developments become a part of the sale or rental price of housing and commercial space. The cost of parking is hidden in this way, even though parking is never free. Bundling its cost with residential and commercial property rents results in higher vehicle ownership and more traffic. It also makes it more difficult for people to justify traveling by another mode because they are already paying for parking.

Consider requiring employers to offer parking cash-out

Where parking fees are charged for employee parking, many employers offer free or reduced price parking for employees as a benefit. Under a parking cash-out requirement, employers can continue this practice on the condition that they offer the cash value of the parking subsidy to any employee who does not drive to work. While the cost of providing parking may currently be very low, the value of this benefit (the need for fewer parking spaces) may increase as future growth increases demand.

Consider the creation of a transportation enhancement district for the Halsted Triangle and surrounds

Currently, transportation enhancement districts (TEDs) are under consideration in four locations in the city: on 53rd Street in Hyde Park, in the Logan Square neighborhood, on Clark Street in Andersonville, and on Broadway in Edgewater. These TEDs will be able to finance transportation-related improvements such as new parking lots, transit station upgrades, streetscape/pedestrian enhancements, and safety improvements. Revenue will be generated for these improvements through parking fees from a number of sources. Revenue generated will be split between the city and the district.

Chapter 8

Urban Design

Urban Design

In order to be successful, all great urban spaces must have a strong and productive relationship between the public and private realms. The quality, character, and overall identity of an area depends on the success of this relationship. Careful consideration must be given to the interaction of elements in the public and private realms as to the support of the following principles:

- The connection of compatible uses to one another
- The buffer of incompatible uses from one another
- The development and support of neighborhood identity and character
- The fostering of livable, viable, and sustainable urban places

The Public Realm: Streets and Open Space

The Halsted Plan provides general recommendations for the orientation, organization, and designation of open spaces within the Halsted Triangle. Currently, there is no designated public open space in the Halsted Triangle, and relatively few in nearby neighborhoods. This imbalance between built form and public open amenities presents a dysfunction of the urban fabric and limits the overall quality of the area. It will take willing participation between public and private entities to establish an open space framework throughout the Halsted Triangle to strengthen it as a cohesive neighborhood.

The Private Realm: Buildings

The focus of this chapter is to promote productive interaction between existing and future buildings within the Halsted Triangle and the public realm. General guidelines are provided for the placement, scale and massing, and composition and orientation of buildings with respect to the public realm.

Throughout the neighborhood there are good examples of desirable architecture, but in general, the area lacks a cohesive character.

Opportunities exist to create open space amenities throughout the neighborhood. Small parks and plazas can be created between existing buildings in residual spaces, or can be created intentionally as a part of new construction. Creating a network of public spaces will be a key to the transformation of the Halsted Triangle.

The way that buildings interact with the public realm is a key to the success of the neighborhood. Buildings should be in a scale appropriate to that of the street. Facades on commercial streets should be transparent and engage the pedestrian. Building placement should consider the public realm, working in harmony with critical street elements such as sidewalks, landscaping, lighting, and street furnishings.

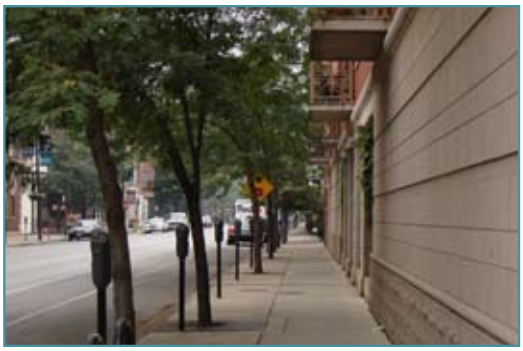
Creating complete streets that provide high-quality pedestrian, bicycle, transit, and vehicular facilities is integral to the success of the urban environment.

Existing Urban Conditions

The Halsted Triangle is missing a strong and definable neighborhood identity. Neighborhood elements that help foster a sense of community ownership, pride, and activity are missing in the area. The following comments are based on observations of the existing urban condition of the Halsted Triangle:

- Lack of public open space
- Underutilized resources (North Branch Canal)
- Blank walls facing streets
- Overall lack of maintenance of the right-of-way
- Inconsistent built form (massing and scale)
- Incomplete streets (no bicycle lanes, narrow sidewalks, limited lighting, etc.)
- Crumbling street infrastructure
- Little sidewalk activity
- Little landscaping
- Large empty parking lots
- Vacant lots and seemingly empty buildings
- Cars parking on the sidewalk
- Lack of “eyes on the street” due to opaque building facades

Creating a vibrant neighborhood with meaningful public spaces, great pedestrian-oriented streets, active storefronts, and robust employment will take vision and commitment from public and private entities.



Blank building walls (facades) facing sidewalks, such as the one shown, detract from the pedestrian quality of the neighborhood. While the buildings are not ideal on this block, this street has a good streetscape with a continuous row of trees, a wide sidewalk, and carefully placed street furnishings.

This view of Kingsbury Street illustrates the issues that exist in the Halsted Triangle.

The majority of the area’s streets are not pedestrian-friendly. Buildings relate poorly to the public realm and the street is not designed for pedestrians. As a result, there is little pedestrian activity.

Public Realm Recommendations

Urban open spaces include linear and non-linear spaces. Linear spaces include streetscapes and the Riverwalk. Non-linear spaces include the parks and plazas defined by the network of streets and neighboring buildings. General recommendations for the canal connections and crossings, parks and plazas, and the Riverwalk are as follows:

Canal Connectors

The sections of streets that run between Kingsbury Street and the North Branch Canal are vital links between the Halsted Triangle and Riverwalk. These streets should be appropriately enhanced, based on the character of adjacent uses, to extend the reach of the Riverwalk into the Halsted Triangle. Three options for the treatment of these streets are suggested.

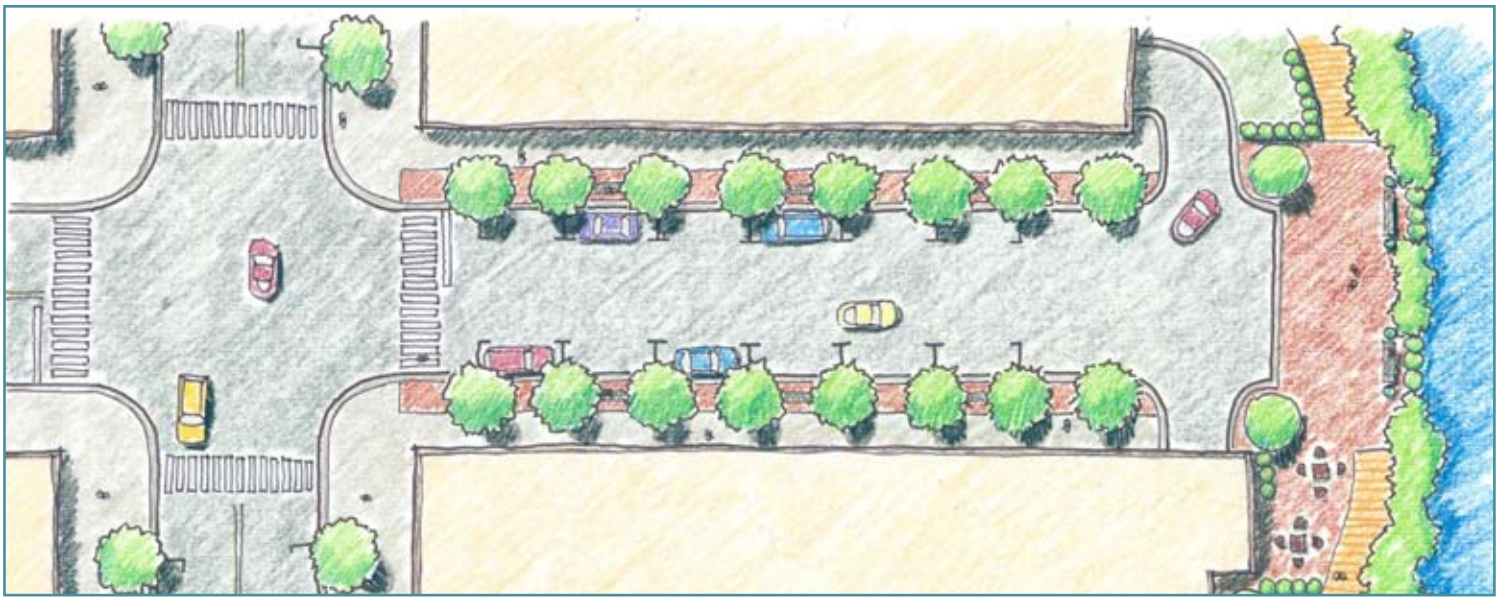
Option 1

Option 1: Standard street with appropriate streetscape, on-street parking, and access to adjacent buildings

Key Features

- Wide sidewalks
- Street end plaza
- Driveway access to adjacent properties
- Maintain 66-foot-wide right-of-way
- On-street parking
- Enhanced streetscape
- Opportunities for building to Riverwalk interaction (café seating)

OPTION 1



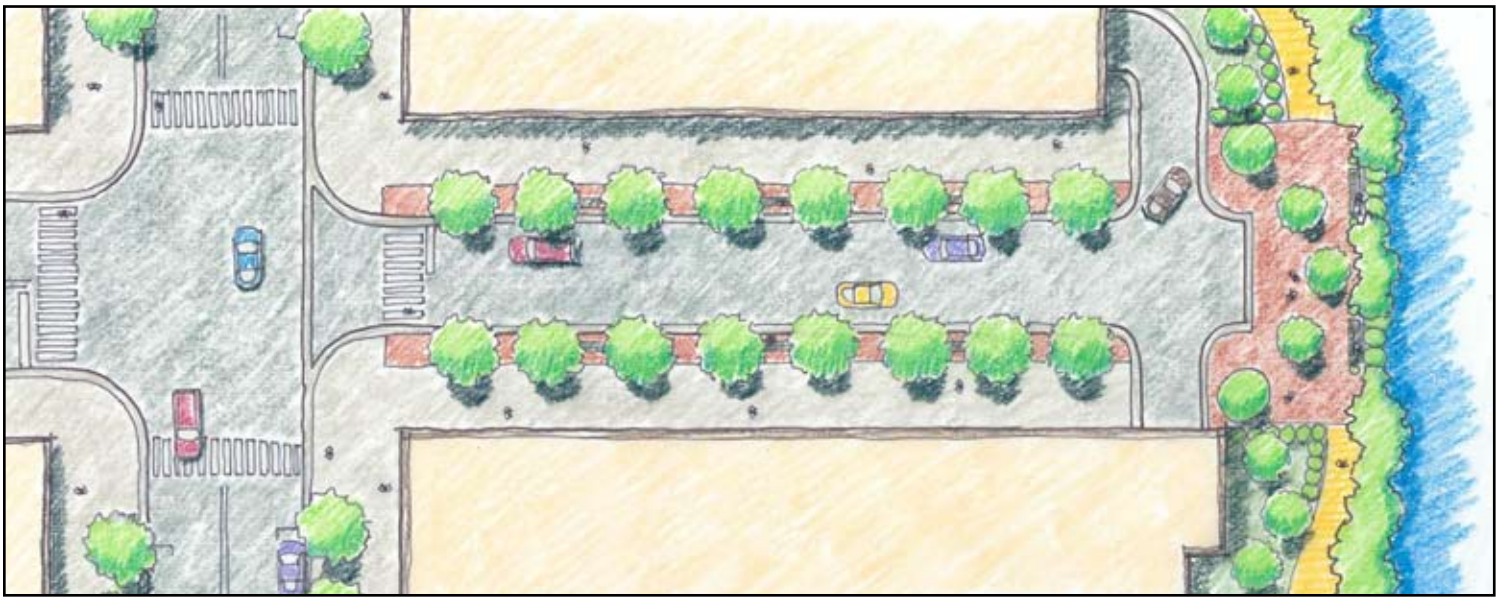
Option 2

Option 2: Standard street (may be curbless with bollards) without on-street parking, very wide sidewalks, and access to adjacent buildings

Key Features

- Wide sidewalks
- Street end plaza
- Driveway access to adjacent properties
- Maintain 66-foot-wide right-of-way
- No on-street parking
- Curbed or curbless section
- Enhanced streetscape
- Opportunities for building to Riverwalk interaction (café seating)

OPTION 2



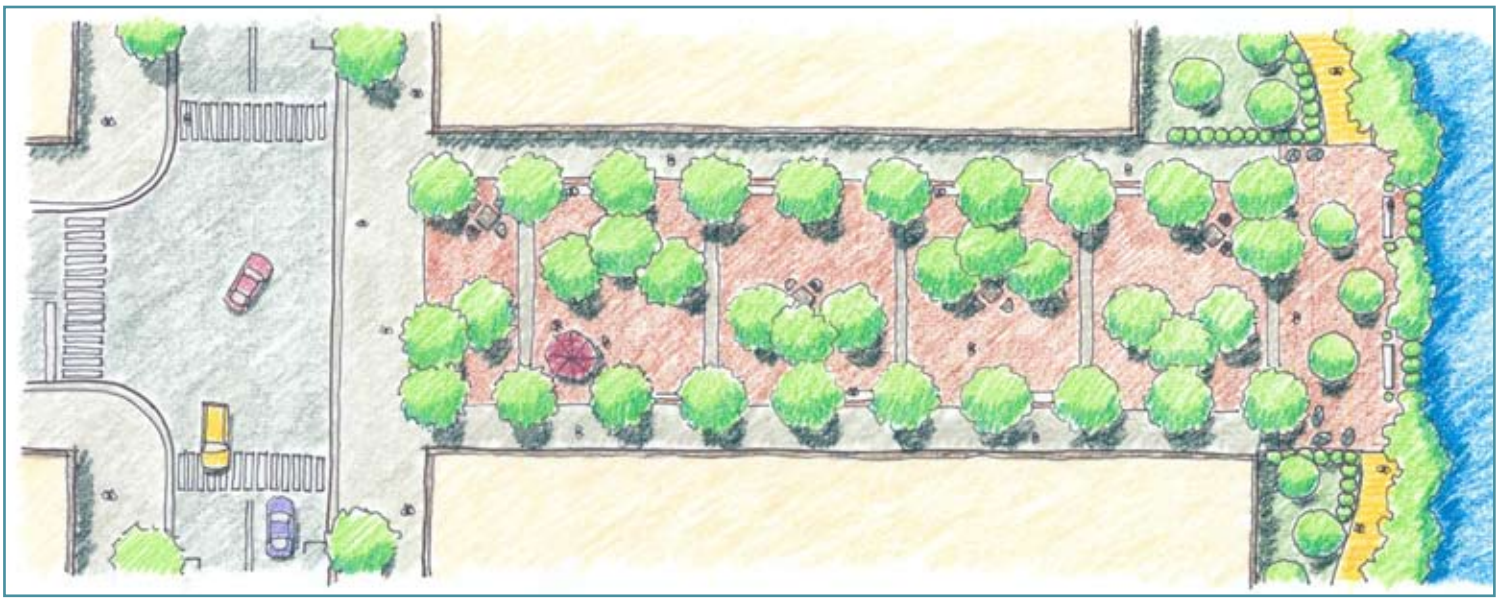
Option 3

Option 3: Plaza option is for pedestrians and bicycle access only.

Key Features

- Pedestrian and bicycle only
- Can be created on less than a 66-foot-wide right-of-way
- Creates opportunities for plaza open space, furniture, amenities, and outdoor art and sculptures
- Opportunities for building to Riverwalk interaction (café seating)

OPTION 3



Canal Crossings

The industrial businesses on Goose Island employ a considerable number of people. Although many of these workers use personal automobiles to travel to and from work, in the future there is potential to entice a portion of these people to walk or bicycle to make local trips, especially to restaurants and shops that will locate in the Halsted Triangle. By constructing strategically located crossings of the North Branch Canal to support the employers (proving improved access to transit and transportation), Goose Island can become less isolated from a transit perspective and benefit from new development in the Halsted Triangle. By providing pedestrian connections across the North Branch Canal, access to transit would improve, significantly reducing the walking distance to transit. The railroad bridge that crosses the North Branch Canal just south of North Avenue has been converted to accommodate pedestrians along with trains. This provides connectivity to the northwest corner of the Halsted Triangle.

Consideration should be given to one or more crossings of the North Branch Canal to improve transportation access. Connections should be located in partnership with existing businesses to minimize conflict of use.

In addition to new crossings, it is understood that as a part of the North Avenue and Division Street bridge replacement projects, pedestrian and bicycle accommodations will be constructed on the replaced bridges.

The North Avenue Bridge has been reconstructed and recently opened to traffic. Pedestrian and bicycle accommodations have been provided over the bridge along with additional width under the bridge to provide for the potential to run paths, walkways, and bike routes.

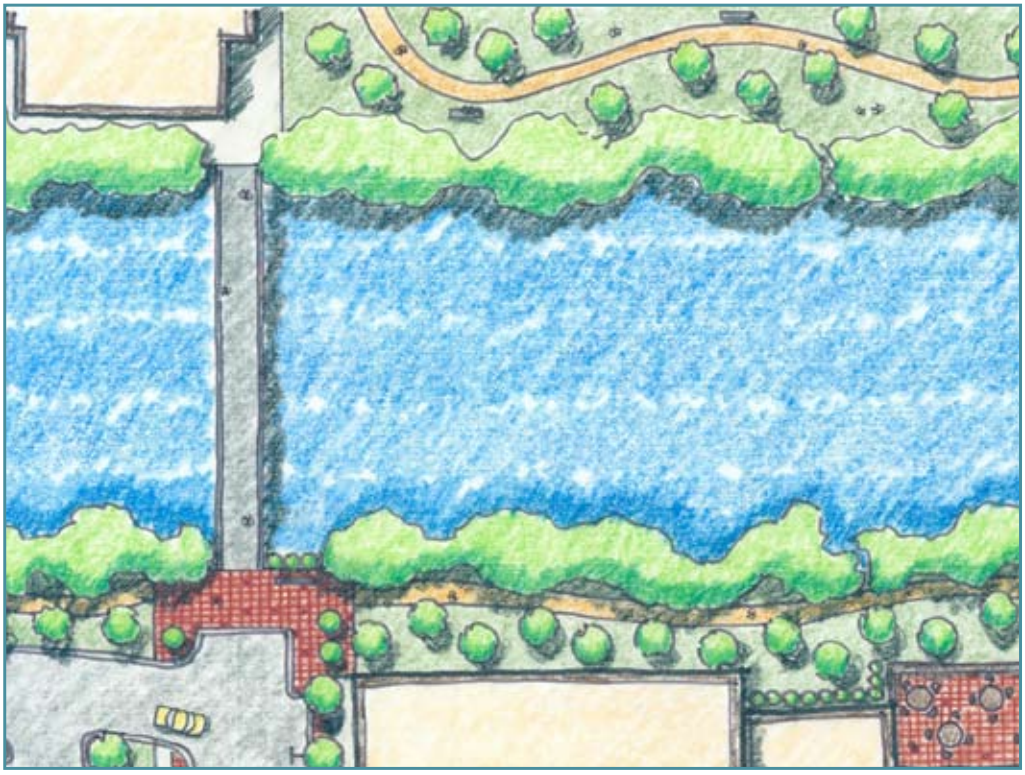
Reconstruction of the Halsted Bridge has been designed and construction is expected to begin in 2010. It also will provide pedestrian and bicycle accommodations over the bridge and provide enough width under the bridge at both ends to construct pedestrian and bicycle connections.

The Division Street Bridge also is planned to be reconstructed. Designs are being finalized and construction is expected in 2013.

Example of a pedestrian bridge crossing an urban waterway with riparian plantings.

North Avenue Bridge

Cherry Street Pedestrian Bridge



Potential bridge extending from a new canalfront plaza

Future Halsted Street Bridge

Parks/Plazas

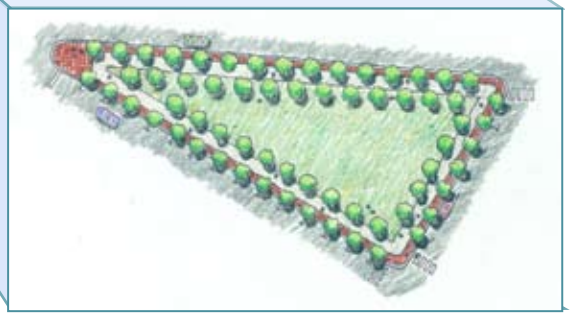
All residents of Chicago should be within a five minute walk of a neighborhood park or plaza. Parks and plazas serve as gateways and focal points in neighborhoods—residential or commercial. Parks contribute to the sense of place and add to the structure of the public realm.

Park and plazas within the Halsted Triangle should be placed in areas where they can most effectively contribute to the overall quality of the neighborhood. The following should be considered in the location and design of open spaces in the Halsted Triangle:

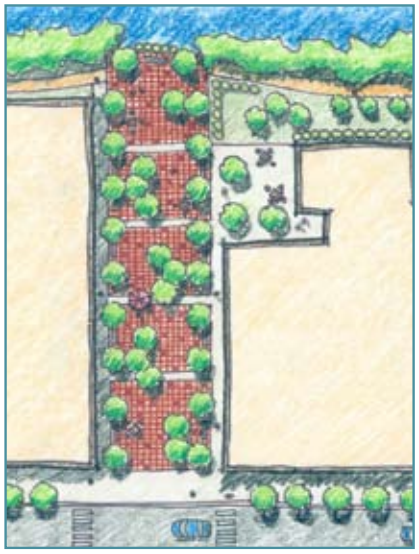
- Establish a sense of arrival
- Serve as a centralized gathering area
- Strengthen connections to the river
- Celebrate important buildings
- Balance vehicular dominated spaces by creating soft edges
- Preserve and enhance views to and from the river and the Loop
- Create green pockets within the urban fabric to soften the streetscape and provide nodes of activity

The following recommendations should be considered in the development of park and plaza plans:

- Connections: Provide clear connections to regional open space network and large neighborhood parks using pedestrian-friendly and bicycle-oriented streetscapes.
- Use Development to Create Parks and Plazas: New neighborhood open spaces should be created as part of larger planned developments.
- School Areas: Neighborhood schools and their grounds can add to neighborhood open space and represent opportunities for focused enhancements.
- Plan for Parks: As the redevelopment occurs within the Halsted Triangle, developers and the city need to work together to locate and design parks and plazas that contribute to the neighborhood's character and livability.
- Placement: Promote safe and comfortable environments for people to gather, interact, or just reflect. Careful consideration on the placement, programming, and design of these spaces is critical to their success. Public and private sector entities should work together in a collaborative manner to insure that spaces are being located and designed for the maximum benefit of the neighborhood.



Opportunities to create parks and plazas exist throughout the Halsted Triangle. These spaces can be created at intersections, in mid blocks, and on properties that are inefficient for building development. The examples shown on this page illustrate a series of starter ideas on how the public and private realms can work in harmony to create a cohesive neighborhood fabric.



Riverwalk

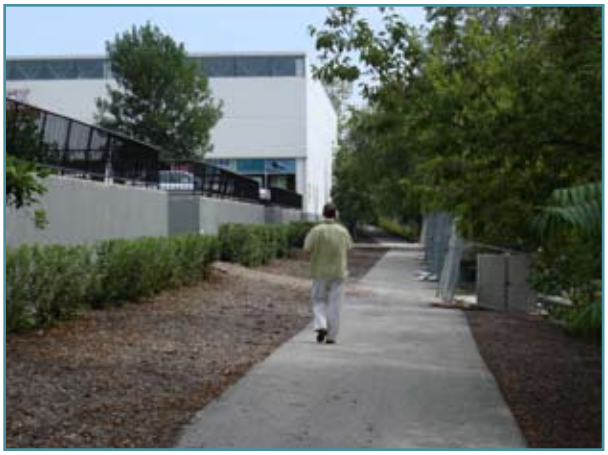
The City of Chicago requires that all development along the Chicago River, including the North Branch Canal, provides a minimum 30-foot-wide easement for the development of a pedestrian and bicycle pathway along the waterfront side of the property. Development of the Riverwalk should be in accordance with the Chicago River Corridor Design Guidelines and Standards (April 2005).

The North Branch Canal is a non-navigable waterway. As such, there is more flexibility to modify its banks to promote a more environmentally and user-friendly physical character. The required 30-foot-wide setback provides ample room for outdoor seating/café space, an adequate pedestrian and bicycle path, rehabilitation of the riverbank, riparian plantings (if appropriate), landscaping, and street furniture.
The North Branch Canal of the Chicago River is a defining feature of the Halsted Triangle, but goes largely unseen because of its lack of connectivity to the rest of the area. Two significant portions of the Riverwalk exist—one near the north end of the North Branch and a more recent one adjacent to the new Whole Foods grocery store. This new segment is a good example of the aesthetic benefits of a well designed, wide walkway at the river's edge. Connecting these existing Riverwalk segments needs to occur at Weed Street and along the north side of the canal connecting to North Avenue and the new pedestrian bridge to Goose Island.

Creating a continuous Riverwalk from North Avenue to Division Street is recommended even though significant challenges exist. Along the east bank of the North Branch, there are a number of existing constraints that exist and will influence the character of a future Riverwalk. The specific design and implementation of the Riverwalk will vary between North Avenue and Division Street to accommodate current and anticipated development conditions. Sections will vary and may include the use of bulkheads, the natural riverbank, a modified riverbank, floating walkways, or boardwalks.

In order to inform path users and strengthen the connectivity of the Riverwalk to nearby neighborhoods, a wayfinding system should be developed and installed as a part of the Riverwalk. Signage should guide people to points of interest and nearby destinations, highlighting local points of interest and regional connections.

Existing Riverwalk north and south of Weed Street



This illustration shows a more natural treatment of a section of the Riverwalk, with riparian plantings along the canal and a boardwalk to work with existing development. In general, the required 30-foot setback will provide for an ample landscape buffer, a continuous pedestrian path, and shoreline planting (if necessary). Turning the North Branch Canal into a neighborhood amenity is a high priority for the Halsted Triangle's success as a place.

Photo and sketch of missing segments of the Riverwalk

Building Recommendations

The city's architectural design standards should be used when designing any structure within the study area. All projects (new buildings or renovations to existing buildings) should adhere to LEED standards for building construction and neighborhood development to promote a more sustainable community.

Context

New infill development and renovations should be of rich architectural quality and be sensitive to the historic context of the neighborhood. New buildings should reflect the scale, orientation, and character of existing high-quality buildings in the neighborhood.

Orientation and Access

Buildings should be oriented along the property line or along the prescribed setback for each respective corridor. The front door or main entry to all buildings should face the street. Parking and service access should be at the rear of the buildings off the alley and should not front commercial corridors. Access from secondary streets may be considered where no alley exists. If interior parking is required, it should be recessed to allow active uses at the ground floor facing the commercial corridor.

Composition and Articulation

Façade composition and building articulation should reflect its specific block and site context. The ground floor facades of buildings should be transparent regardless of use to promote connectivity to the street. Ground level floor-to-ceiling heights should be a minimum of 14 feet. Transparency along the ground floor should be approximately 80 percent of the total ground floor area. Openings should be oriented towards main activity areas along the public realm and should allow ample visual and physical interaction. Awnings and overhangs should be used to provide pedestrians with continuous protection from the elements. A cohesive design style should be implemented to promote continuity along the street frontage.

Scale and Massing (New Developments)

Development should respect the scale of adjacent properties. The existing setbacks should be maintained unless otherwise suggested in Chapter 5 of this document. The scale of buildings should reflect the proper spatial relationship to the width of the streets (refer to cross-sections in Chapter 5). This height to width ratio within the Halsted Triangle is typically 1:1.5 or 1:2 depending on the street width. This promotes desirable neighborhood scales and preserves unique views to the Loop and North Branch Canal. Existing zoning regulations should be followed to promote the proper building massing.

Additional study and specific site analysis is recommended to further solidify guidance regarding building scale and massing.

Buildings should be oriented toward the public realm. Ground floor facades must be transparent and active to engage the pedestrian and provide a comfortable edge.

Proper scale and massing of buildings is critical to the character of the neighborhood. Buildings should be scaled to match the width of the adjacent streets per the ratio diagrams on the following page. Building massing should provide the appropriate densities to activate the public realm. Where appropriate, awnings or overhangs should be used to provide the pedestrian with protection from the elements.

Chapter 9

Implementation and vision

Implementation Strategy

Introduction

To implement elements of this plan will require the partnership of a number of city entities, including the Community Development Department, Department of Zoning and Land Use Planning, Department of Transportation (CDOT), the Chicago Park District (CPD), Chicago Public Schools, Chicago Transit Authority (CTA), private land owners, neighborhood residents, elected officials, and local business organizations (North River Infrastructure Task Force). To achieve success in the Halsted Triangle, a combination of guidance, cooperation, encouragement, investment, and promotion will be essential. While some projects may be implemented as currently planned and envisioned, others may need to be altered to fit the planned neighborhood framework. Table 9.1 summarizes plan recommendations.

Key steps in implementation include:

- Prioritization of projects considering factors such as funding availability, importance to neighborhood revitalization, support (community, business, political, etc.), cost, and benefit
- Assignment of party responsible for project
- Design
- Bidding
- Construction

Potential Implementation Tools

Capital Improvements Program (CIP)

The CIP identifies the physical facilities and improvements planned for the city to support and enhance neighborhoods, stimulate the economy, and improve services. Capital improvement projects are permanent improvements to the city's infrastructure. The process for the planning of capital improvements is continuous, evolving to address aging infrastructure and priorities.

CTA Adopt-A-Station Program

The adopt-a-station program enables neighborhoods to work with CTA and take responsibility for improving the physical conditions (including aesthetics) of rail stations. Improvements to the North/Clybourn station have benefitted from this type of program.

Enterprise Zone Program

This program is used to stimulate economic investment and activity in declining neighborhoods. The program provides state and city incentives and assistance to encourage retention and expansion of businesses in the city's enterprise zones.

Façade Rebate Program

This program, administered by the City, provides rebates for building rehabilitation such as façade renovation, exterior lighting, signage and graphics, windows, security, and energy conservation systems.

Open Space Impact Fee Program

This program requires new development to contribute to a pool of money for the expansion of the supply and capacity of public open spaces in the community. Permitted uses of the fund include land acquisition, development of new parks, and development of land adjacent to public schools to provide landscaping, playground equipment, sidewalks, recreation areas, and park furnishings.

Special Service Area Financing (SSA)

This program allows a separate property tax to be collected by the city for the purposes of funding localized improvements.

Tax Increment Financing (TIF)

This state authorized program administered by the City provides targeted financial resources for a specific area. Projects eligible for funding include property acquisition, demolition, infrastructure improvements, some financing costs, relocation, job training, and environmental remediation.

Next Steps

While this plan is comprehensive in scope, many of the identified initiatives and recommendations will require further study, planning, or design to be successfully implemented. In addition, priorities (neighborhood, political, and functional), funding sources, and schedules will need to be developed and identified. Key items that will require further study include:

Wayfinding and Identity Development

Many of Chicago's neighborhoods have undertaken efforts to create a unique identity that is reflected in streetscape and architectural elements on key streets or throughout a specific area. A similar effort for the Halsted Triangle, in combination with an intentional wayfinding program, would help market area businesses, provide information (visual cues and otherwise) to visitors and shoppers, and generate community pride and ownership. Comprehensive wayfinding programs reduce confusion for visitors, better balance parking use, and generate interest in area attractions.

Parking

In addition to the parking study that has been completed, a more detailed neighborhood parking study will need to be conducted to identify specific locations for future parking, identify mechanisms for partnerships to build major new parking facilities, set parking rates, and determine the actual operating characteristics (and deficiencies) of the neighborhood parking supply.

Transportation Policy Discussions

In follow-up to this plan, discussions should be initiated to gauge the appropriateness of implementing TDM policies for the Halsted Triangle and surrounding areas to better support and encourage bicycling, walking, and transit use.

Streetscape

Although street typologies and cross sections are recommended as a part of this plan, the specific implementation of these recommendations may have to vary from the general recommendations. Using physical (topographic) survey data, individual block data, and/or corridor plans for the neighborhood, streetscape improvements should be designed with input from all area stakeholders and relevant city departments. 30 percent streetscape plans should firmly establish future right-of-way limits, curb lines, materials/ landscape palettes, and typical sections. Additionally, the priority for the implementation of individual streetscape projects should be determined. Based on discussions a part of this study, apparent priorities are the following:

1. **Kingsbury Street/Sheffield Avenue/Scott Street:** Kingsbury Street from North Avenue to Scott Street, Sheffield Avenue from North Avenue to Kingsbury Street, and Scott Street from Kingsbury Street to Halsted Street which is currently being designed
2. Clybourn Avenue from Fullerton Avenue to Division Street
3. Halsted Street from North Avenue to Division Street

Riverwalk Plan

A specific plan will need to be developed for the river corridor using physical survey data and environmental/natural feature data. The plan should be developed with sufficient detail that general property and environmental conflicts/impacts can be identified and understood. Major elements of the plan should include:

- Overall plan: Sheets showing the proposed facility for the corridor
- Details: Specific area plans showing schematic level detail (parks, connections to/with major streets, crossings, boardwalks, bank treatments)
- Phasing strategy: Including potential property acquisitions, easements through private areas, on-street alternatives, partnership opportunities, and funding sources

Transit

As redevelopment occurs around and at the North/ Clybourn station area, partnership opportunities and funding opportunities/sources should be explored to further upgrade the existing station and better connect it to the Brown Line.

Traffic and Transportation

New development in the Halsted Triangle will generate additional traffic (and parking demand) and add to already challenging traffic congestion on North Avenue and Clybourn Avenue in the weekday a.m. and p.m. peak hours and also during peak shopping periods. In implementing the recommended plan, right-of-way (or easements) will have to be acquired, physical street improvements designed and constructed, signals designed and installed, and TDM measures potentially implemented. Additionally, as traffic increases, area signal timing and coordination should be studied and a plan developed to optimize the vehicular capacity of existing roadways through better signal coordination and timing plans. Furthermore, individual intersections or groups (if applicable) should be studied and concept designs or plans developed to mitigate safety, capacity, and aesthetic issues.

Expansion of Plan Area

Although the plan discusses and identifies a concept for the area between Halsted Street and Larabee Street, further coordination will be essential in this area if changes are to be implemented due to the number of stakeholders and influences. Careful coordination will be essential between CHA, DPD, CPD, CDOT, private landowners, area businesses, and neighborhood residents. Additionally, planning efforts for this area will need to be coordinated with those in the Central Area.

TABLE 9.1: SUMMARY OF PLAN RECOMMENDATIONS

Recommendations	1-5 years	6-10 years	10+ years
Streets			
Streetscapes			
Kingsbury Street	•		
Clybourn Avenue	•		
Halsted Street	**Contingent on redevelopment**		
North Avenue	**Contingent on redevelopment**		
Class A streets	**As funding is available and upon redevelopment**		
Street Modifications			
Scott Street modification	•		
Extension of Eastman Street to Clybourn Avenue	•		
Extension of Eastman Street to Larabee Street	**As funding is available and upon redevelopment**		
Extension of Evergreen Avenue	**As funding is available and upon redevelopment**		
One-way Weed Street (westbound)	•		
Pavement marking projects	•		
Traffic Signals			
North Avenue/Fremont Street	•		
Halsted Street/Eastman Street	•		
Clybourn Avenue/Eastman Street		•	
Corridor signal retiming (Halsted, Clybourn, and North)	•		
Transit			
General			

TABLE 9.1: SUMMARY OF PLAN RECOMMENDATIONS

RECOMMENDATIONS	1-5 YEARS	6-10 YEARS	10+ YEARS
Bus stop enhancements	•	•	•
Additional bus service	•		
River Line (Carroll Avenue Transitway)			•
North/Clybourn Station Enhancements			
Minor improvements	•		
Major reconstruction		•	
Brown Line Stations			
New station near Halsted Street (north of North Avenue)			•
New station at Division/Orleans			•
Pedestrians and Bicycles			
Bike rental program	•		
Countdown-style pedestrian heads at signalized intersections	•		
Riverwalk along North Branch Canal	**As funding is available and upon redevelopment**		
Parking			
Adopt parking management strategy	•		
Prepare wayfinding plan	•		
Wayfinding signage	•		
Real-time parking information		•	
Transportation Demand Management			
TDM plan and policy development	•		

CITY OF CHICAGO

Kimley-Horn and Associates, Inc.

GOODMAN WILLIAMS GROUP

REAL ESTATE RESEARCH

ross barney architects

r_barc